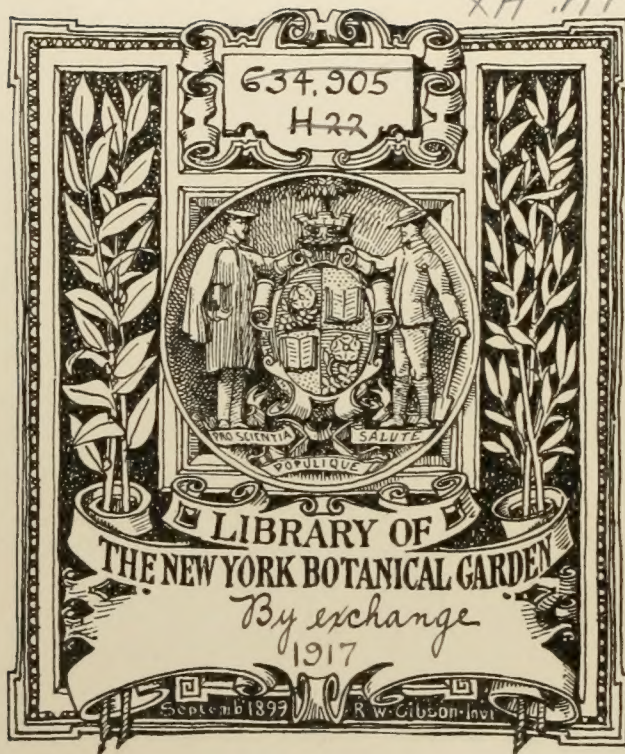


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1917

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, APRIL 25, 1917

Subscription \$2.
Single Copies, 15 Cents.



ADVERTISERS' CLASSIFIED DIRECTORY FOLLOWS READING MATTER.

—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

TO THE CONSUMER OF VENEERS:

The quality of your goods is measured not alone by the **face veneers** you use. They may be of the finest texture, the most beautifully figured, but if your **Cotes** and **Crossbanding** are not up to standard; if they are warped, unevenly manufactured, not thoroughly dry, your goods may be seemingly perfect when they leave the factory, but in time the ultimate consumer—the Great American Public—will have just cause for complaint—

Backed by a reputation of thirty years, we offer you
**ROTARY GUM CORE STOCK, CROSSBANDING,
BUILT-UP PANELS and DRAWER BOTTOMS**
worthy of the finest furniture and trim

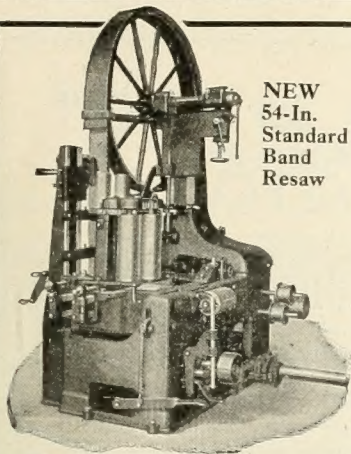
We cut and dry our stock scientifically—crate so staunchly that the goods reach you in perfect condition—furnish you with the only grade we know—**Golden Rule Quality.**

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.

The Anderson-Tully Company

MEMPHIS, TENN.

QUALITY MEANS ECONOMY



NEW
54-In.
Standard
Band
Resaw

Fast Feed—Smooth Sawing

A Specially-Noted Line
BAND RESAWS

Jeanerette, La., Jan. 1, 1917.

Gentlemen: Relative to the New Standard 54-in. Band Resaw. Same is giving excellent satisfaction. We are sawing 4/4 random width Cypress and Tupelo at an average speed of 90 feet per minute, and 1/2" x 6" bevel siding at 120 feet per minute, and it is doing nice, smooth work.

JEANERETTE LBR. & SHINGLE CO.

Wm. B. Mershon & Co., Saginaw, Mich.

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed Maple and Beech but runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARNS" LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

The Kneeland-Bigelow Company

Manufacturers of

Hardwood Lumber
BAY CITY MICHIGAN

William Horner

Manufacturer of

"Smoothest"

MAPLE, BEECH & BIRCH
FLOORING

MILLS:

*Reed City and
Newberry, Mich.*

Reed City, Mich.

Sole European Sales Agents: TICKLE BELL & CO.
Royal Liver Bldg., Liverpool, England

CHICAGO

The Largest Lumber Center in the World

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER
CARROLL AVE. AND SHELTON ST.
CHICAGO

10,000,000 Ft. Capacity.
"The Big Red Shed"
WILL HANDLE ANY ORDER



Air
Dried

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Dried

HARDWOODS
W. O. KING & COMPANY
2452 LOOMIS STREET, CHICAGO

SAVE YOUR MONEY BY USING THE

RED BOOK Published Semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Assn., Established 1878

608 So. Dearborn St.
CHICAGO

Mention This Paper

55 John St.
NEW YORK CITY



A floor to adore

For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts. CHICAGO, ILL.

COUNTERFEIT CHECKS

are frequent
except where
DET

Two Piece
Geometrical
Barter Coin
to use, then
imitation isn't
possible.
Sample if you
ask for it.

S. D. CHILDS
& CO.

Chicago
We also make
Time Checks,
Stencils and
Log Hammers.



**Uteley-Holloway
Company**

General Offices, 111 W. Washington St.
Manufacturers

Oak, Ash, Cottonwood, Elm, Gum

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BAND MILLS
Helena, Arkansas—Kanema, Arkansas

PREPAREDNESS

for coming good times will make you

SEND US YOUR INQUIRIES FOR

Our
Specialties **Oak, Gum, Cypress**

CLARENCE BOYLE, Inc.

WHOLESALE LUMBER

LUMBER EXCHANGE BLDG.

Yards at Forest, Miss. **CHICAGO** Band Saw Mill Wildaville, La.

Hardwood Record's

strongest circulation is in the region where things are made of wood—WISCONSIN, MICHIGAN, ILLINOIS, INDIANA, OHIO, PENNSYLVANIA, NEW YORK and the East. It's the **BEST** sales medium for hardwood lumber.

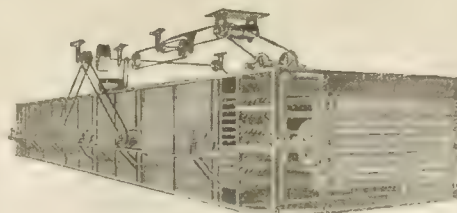
Proctor
DRYERS

for **VENEER**

No checks or
splits. Enor-
mous output.
Low labor cost.

The Philadelphia
Textile
Machinery Co.

Philadelphia





*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

Oak in its TWENTIETH CENTURY APPLICATION is backed by the leading oak manufacturers of the country who are standing behind you also in their campaign to tell the public at large what the real possibilities of this wonderful wood are. Do you know how directly the increased and more diversified use of oak would affect your business? You should post yourself now because the real results are just beginning to show.

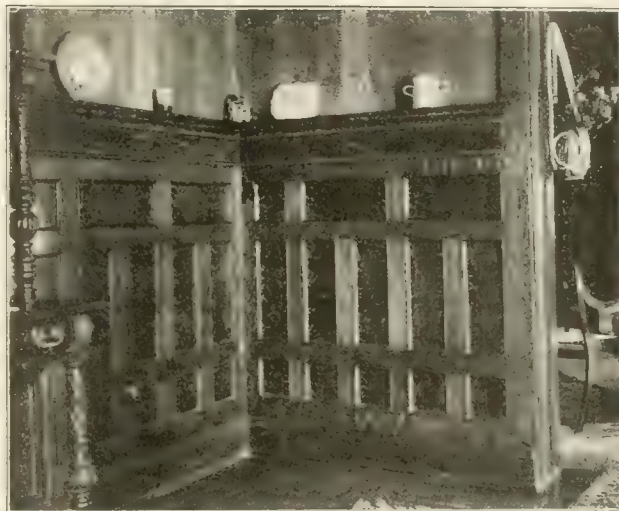
Write now to any manufacturer on the opposite page, or

OAK INFORMATION BUREAU

537 South Dearborn Street

Chicago, Illinois

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 40.)
Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page —.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 8.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 5.)

INDIANA

Hoffman Brothers Company, Fort Wayne. (See page 12.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Barnaby, Greencastle. (See page —.)
J. V. Stimson, Huntingburg. (See page 52.)
Wood-Mosaic Company, New Albany. (See page 10.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 40.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.
a, b—Cyrus C. Shafer Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 37.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page 10.)
Churchill-Milton Lumber Company, Louisville.

LOUISIANA

The Ferd. Brenner Lumber Company, Alexandria.
Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mausfield Hardwood Lumber Company, Winfield.

MISSISSIPPI

b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page —.)
Mississippi Lumber Company, Quitman.
b, c—Tallabatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hwd. Dept., Kansas City, Mo. (See page —.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Pease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston. Sales Office, Chicago. (See page 12.)
c—Arkia Lumber & Manufacturing Company, St. Louis.
J. A. Holmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Holaday Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 40.)
a, b—Duhlmeier Brothers & Co.
The John Dulweber Company.
Hay Lumber Company.
a, b—Mowbray & Robinson Company. (See page 38.)
a, c—Probst Lumber Company. (See page 52.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Johnson City Lumber & Manufacturing Co., Johnson City.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 11.)

MEMPHIS

Anderson-Tully Company. (See pages 2-51.)
J. H. Bonner & Sons. (See page 40.)
b—Geo. C. Brown & Co.
Goodlander-Robertson Lumber Company.
Memphis' Band Mill Company.
Russe & Burgess, Inc.
c—J. V. Stimson Hardwood Company.
J. W. Wheeler & Co.

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

Liberty Hardwood Lumber Co., Big Creek. (See page 9.)
South Texas Lumber Co., Houston. (See page 9.)
H. G. Bohlsen Mfg. Co., New Caney. (See page 9.)

VIRGINIA

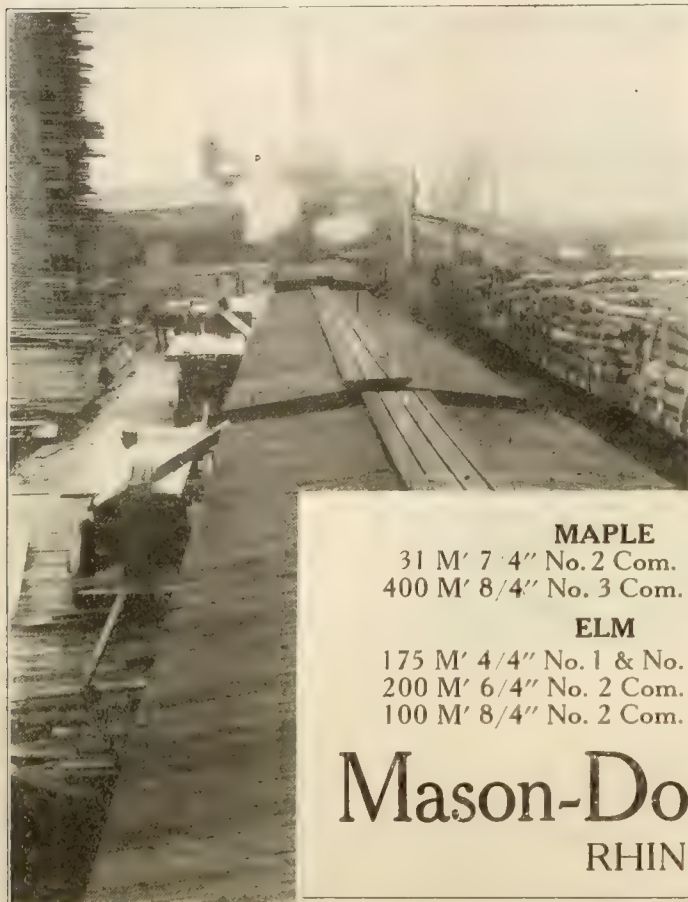
c—U. S. Spruce Lumber Company, Marlon.

WEST VIRGINIA

b, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Timber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.
a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.



Exceptional Facilities

together with the largest stock of

Dry No. 2 Com. & Btr. HARDWOODS

in the North, make us one of your LIVE ASSETS

Here are a few items of real value. Send for complete stock sheet of dry and green Hardwood, Pine and Hemlock.

BASSWOOD

100 M' 4' 4" No. 3 Common
250 M' 5' 4" No. 1 Com. & Btr.
150 M' 6' 4" No. 1 Com. & Btr.

BIRCH

200 M' 6' 4" No. 1 Com. & Btr. Unsel.
75 M' 6' 4" 1sts & 2nds Sel. Red
200 M' 8' 4" No. 1 Com. & Btr. Unsel.
40 M' 1x4" 1 & 2 face Birch strips

MAPLE

31 M' 7' 4" No. 2 Com. & Btr. Hard
400 M' 8' 4" No. 3 Com. Hard

ELM

175 M' 4' 4" No. 1 & No. 2 Com. Soft
200 M' 6' 4" No. 2 Com. & Btr. Soft
100 M' 8' 4" No. 2 Com. & Btr. Soft

Mason-Donaldson Lumber Co.

RHINELANDER, WISCONSIN

Little Rock Lumber & Mfg. Co.

LITTLE ROCK, ARK.

IN THE

HEART of the finest HARDWOODS

Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

High Grade Plain and Qtd. White and
Red Oak, Red Gum, Sap Gum,
Cypress, Ash, Hickory, Holly, Elm,
Maple, Qtd. Sycamore, Hackberry

WRITE FOR OUR LATEST STOCK SHEET

—Prompt Shipments of—
White and Red Oak Car Material

All Lumber Well Manufactured. Dependable Grading

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C. { MILLS } Porterwood, W. Va.
Jacksonville, N. C. { } Wildell, W. Va.
Hertford, N. C. { } Mill Creek, W. Va.

Willson Bros. Lumber Co.

MANUFACTURERS

MAIN OFFICE:

PITTSBURGH, PA.

WM. WHITMER & SONS INCORPORATED

Manufacturers and Whole-
salers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Bldg.

PHILADELPHIA



TEXAS—

The newest star in the Hardwood firmament

"Ultimately the main source of Hardwood supply"

Not every hardwood buyer has learned to look to Texas for supply, but the reputation of Texas hardwoods is rapidly spreading with the result that more and more buyers are sending their inquiries to responsible Texas manufacturers.

TEXAS WHITE and RED OAK is now being used in practically every important consuming center because of its desirable color, figure, texture, widths and lengths—and those who have tried it continue to buy. It is being used for every purpose for which oak is employed. It is well manufactured and properly graded when made by the mills named below.

H. G. BOHLSSSEN MANUFACTURING CO.....	New Caney, Texas
LIBERTY HARDWOOD LUMBER CO.....	Big Creek, Texas
PHILIP A. RYAN LUMBER CO.....	Lufkin, Texas
SOUTH TEXAS LUMBER CO.....	Houston, Texas
	(Mill at Onalaska, Texas)
SOUTHERN PINE LUMBER CO.....	Texarkana, Texas
	(Mill at Diboll, Texas)

See Lists of Stock on Pages 46-47

Texas mills also manufacture Red Gum, Ash, Elm, Cottonwood, Magnolia,
Hickory, Cypress, Tupelo

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lbr. Co.

Main Office—Louisville, Ky.
Eight Band Mills—Brasfield, Ark.; Furth, Ark.; Allport, Ark., and Fayette, Ala.

We offer the following dry stock for prompt shipment:

QTD. WHITE OAK	59,000 ft. 4-4 Saps.
125,000 ft. 4-4 1s and 2s.	215,000 ft. 4-4 No. 1 Com.
215,000 ft. 4-4 No. 1 Common.	175,000 ft. 8-4, 10-4, 12-4, C. & B.
153,000 ft. 4-4 2½ to 5½ Cl.	
Strips	PLAIN RED GUM
74,500 ft. 6-4 No. 1 Com. & Bet.	118,000 ft. 4-4 1s and 2s.
183,000 ft. 8-4 No. 1 Com. & Bet.	82,900 ft. 4-4 No. 1 Com.
	96,000 ft. 8-4 C. & B.
	111,000 ft. 4-4 C. & B. figured.
PLAIN WHITE OAK	QTD. RED GUM
213,000 ft. 4-4 1s and 2s.	83,000 ft. 4-4 1s and 2s.
372,000 ft. 4-4 No. 1 Com.	194,000 ft. 4-4 No. 1 Com.
191,000 ft. 4-4 No. 2 Com.	48,000 ft. 8-4 1s and 2s.
PLAIN RED OAK	73,000 ft. 8-4 No. 1 Com.
178,000 ft. 4-4 1s and 2s.	SAP GUM
347,000 ft. 4-4 No. 1 Com.	85,000 ft. 4-4x18" & up, Panel.
123,000 ft. 4-4 No. 2 Com.	52,000 ft. 4-4 1s and 2s.
POPLAR	118,000 ft. 4-4 No. 1 Com.
83,000 ft. 4-4 1s and 2s.	125,000 ft. 8-4 No. 2 Com.
	5 Million feet of Alabama Short Leaf Yellow Pine

The Wood Mosaic Co.

Main Office, New Albany, Ind.
Band Mills—New Albany, Ind., and Highland Park, Ky.

POPLAR	10,800 ft. 6-4 1sts and 2nds.
16,000 ft. 5-8 No. 1 and Panel.	42,300 ft. 4-4 No. 1 Common.
18" and wider.	37,200 ft. 5-4 No. 1 Common.
73,700 ft. 5-8 1sts and 2nds, 7" to 17"; 19,500 ft. 3-4; 65,100 ft. 4-4; 12,800 5-4; 15,600 ft. 6-4; 8,900 ft. 8-4; 16,200 ft. 10-4; 35,700 ft. 12-4; 19,600 ft. 16-4.	PLAIN RED OAK
35,800 ft. 5-8 Saps and Selects.	11,200 ft. 4-4 1sts and 2nds.
26,100 ft. 4-4 No. 1 Common.	10,600 ft. 5-4 1sts and 2nds.
10,000 ft. 5-8 No. 2 Common.	24,700 ft. 6-4 1sts and 2nds.
	11,200 ft. 8-4 1sts and 2nds.
WALNUT	121,600 ft. 1" No. 1 Common.
172,600 ft. 1" No. 2 C. & B.	Bone dry.
142,700 ft. 1½" No. 2 C. & B.	37,800 ft. 5-4 No. 1 Common.
1,000 ft. 3½" to 4" No. 1 C. & B.	Bone dry.
	32,600 ft. 6-4 No. 1 Common.
CHERRY	Bone dry.
10,250 ft. 1" 1sts and 2nds, 10" and up.	15,700 ft. 2" No. 1 Common.
35,000 ft. 1" No. 1 C. & B.	Bone dry.
QUARTERED RED OAK	32,600 ft. 1" No. 2 Common.
16,200 ft. 4-4 1sts and 2nds.	Bone dry.
15,700 ft. 5-4 1sts and 2nds.	ASH
	12,200 ft. 1" 1sts and 2nds.
	10,200 ft. 5-4 1sts and 2nds.
	12,700 ft. 6-4 1sts and 2nds.
	18,700 ft. 10-4 1sts and 2nds.
	27,200 ft. 3" 1sts and 2nds.

Norman Lumber Company

Louisville, Kentucky

HAS FOR SALE

40,000 ft. 4-4 1s and 2s 12" & up wide.
30,000 ft. 4-4 Saps and Selects.
15,000 ft. 6-4 Saps and Selects.
15,000 ft. 5-8 Saps and Selects.
40,000 ft. 4-4 No. 1 Common.
55,000 ft. 5-4 No. 1 Common.
15,000 ft. 8-4 No. 1 Common.
50,000 ft. 8-4 No. 2 Common.

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash
Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

OFFICE—LOUISVILLE, KY.

Mills—Louisville and Bond, Ky. (Both Band.)

LOUISVILLE MILL	1 Car 6-4 No. 1 Com. 10 & up.
POPLAR	7 Cars 4-4 No. 2 Common.
2 Cars 5-8 Panel 18 to 21"	2 Cars 4-4 No. 3 Common.
10,000 ft. 5-8 Panel 22 and up	EASTERN KENTUCKY MILL
11,000 ft. 5-8 1st and 2nd 6 to 17".	QTD. WHITE OAK
3 Cars 5-8 No. 1 Common.	1 Car 4-4 Sound Wormy.
2 Cars 5-8 No. 2 Common.	3 Cars 4-4 No. 3 Common.
PLAIN RED OAK	100,000 ft. 4-4 No. 1 Com. & Bet 2 to 4" Strips.
1 Car 4-4 1st and 2nd	PLAIN WHITE OAK
2 Cars 5-4 1st and 2nd	5 Cars 4-4 Sound Wormy.
1 Car 3-4 No. 1 Common	WHITE OAK ONE FC. CLR.
8 Cars 4-4 No. 1 Common.	DIM STOCK—DRY
4 Cars 5-4 No. 1 Common.	2 Cars 4-4—10, 48, 53, 58 and 64".
5 Cars 1-4 No. 2 Common	4 Cars 4-4—72".
QTD. WHITE OAK	MISCELLANEOUS
8 Cars 4-4 1st and 2nd 6 to 9"	2 Cars 6-4 Log Run No. 2 & Bet. Soft Elm.
9,000 ft. 6-4 1st and 2nd 10" and up.	1 Car 4-4 No. 1 Poplar Lath.
8 Cars 4-4 No. 1 Com. 4 to 9"	100,000 ft. 4-4 Clear Tupelo Gum.
4 Cars 4-4 No. 1 Com. 10" & up.	
2 Cars 5-4 No. 1 Com. 4 to 9".	

DIMENSION STOCK Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 1,500,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock.

But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stock-cutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co.

KNOXVILLE

They Simply Don't Grow Better



WHY is it that east Tennessee hardwoods in spite of comparatively high values are winning and holding new markets every year?

Merely because of a precise balance in growing conditions that makes inferior quality impossible. This is no random boast—it is the official opinion of impartial experts.

We claim no credit for such excellence of raw material. Our task is merely that when you wish to demonstrate for yourself you may be insured the best possible service and unvarying quality in manufacture.

Besides many minor species the list includes:

OAK	WALNUT
POPLAR	CHESTNUT
Hickory	Cedar
Ash	Basswood
Beech	Maple

Write

THE BABCOCK LUMBER & LAND CO.....Knoxville, Tenn.
(Main Office, Pittsburgh, Pa.)
LITTLE RIVER LUMBER COMPANY.....Townsend, Tenn.
VESTAL LUMBER & MFG. COMPANY.....Knoxville, Tenn., Fonde, Ky.
J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.

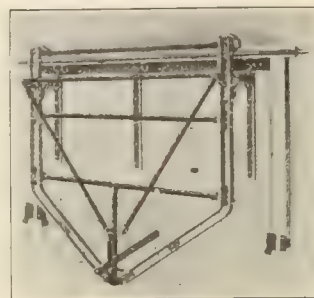
The Soft Textured Hard Woods of East Tennessee have never been Surpassed

This
Indiana White Oak
is growing in Indiana.
In paying a premium for
such stock you must pro-
tect yourself by knowing
where it comes from.

We have manufactured
it for half a century and
can prove the origin of
our product.

**HOFFMAN BROS.
COMPANY**
Fort Wayne, Ind.
Reg. U.S. Pat. Off. ESTABLISHED 1867 INCORPORATED 1904 Reg. U.S. Pat. Off.

Dry Kiln Door Carrier Co.



Carrier Ready to Lift Door

SAVE
Heat
Time
Trouble
Money

by using the
Door Carrier System

THOUSANDS ARE IN USE
THEY OPERATE PERFECTLY
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SIKESTON, MO.

Sales Office

**1314 Fisher Building
CHICAGO**

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have had practically no
trouble in securing cars and
at present are in the best
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Prompt Shipment
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DRY OAK

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WE own large tracts of selected timber in the
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southern hardwoods.

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be a mutual advantage in our knowing each other.

IF YOU ARE BUYING NOW OUR
STOCK LIST WOULD HELP YOU

Maples Lumber Co.
KNOXVILLE, TENNESSEE



Hardwood Record

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Review and Outlook



General Market Conditions

PROGRESS STEADY and with no suggestion of future interruption has marked the lumberman's effort to stabilize his values and to realize prices commensurate with cost of production. A market summary at present can point to but one outstanding condition, but one feature which is generally recognized and that is the steady strengthening of values in practically every classification of hardwood lumber. As a matter of definite fact it is practically impossible to buy many items and the number on the absent list is increasing. While the price feature is, of course, pleasing to the merchandiser, it in itself does not give complete satisfaction as continued difficulty in securing sufficient stock and beyond that in getting it out, results in a situation which is rather a retardant to profits even in the face of the exceptional prices obtained.

There is no doubt but that a composite opinion of everybody posted on the hardwood situation would show that the entrance of this country into the war has had as yet no retardant effect whatever either as to the present or the future, and that in the broad sense it cannot but actually help the hardwood markets. It is undoubtedly going to be the direct cause of the purchase of immense quantities of lumber which will be diverted from other channels, thus strengthening the situation in the regular lines. The fact that lumber manufacturers have enlisted their efforts and their plants for the service of the federal government, promising to give precedence to all government business, cannot but strengthen their hands in regard to the normal business. And this extraordinary call comes at a time when the lumber manufacturers are very poorly equipped, from the standpoint of stock and prospects of immediate manufacture, to stand any unusual drain on their product.

As to direct influences that might have a bearish tendency on the market, even though in themselves they were not powerful enough to cause any definite change, the building situation possibly as a whole is the most definite. With the increasing cost of materials, building prices have gone too high to make this work productive to the speculator and so in many of the large cities speculative building, which provides an outlet for so much hardwood lumber, is not so brisk as it has been. There is a suggestion that furniture stocks are not moving out so readily as had been anticipated, there being evidence of slightly more cautious methods on the part of the furniture retailers. So it is stated in some quarters the furniture trade is holding back on some orders, although these instances are purely local and as a whole the furniture manufacturers are taking in lumber as fast as they are able to get what they want.

As to the source of supply, the only change of note is the fact that

many manufacturers are now actually fearful that they will in a short time be totally out of dry stock. But taking the situation all in all, the best possible proof of its strength is the fact that prices have continued to advance rapidly—in some places in big leaps and in others by just steady, regular progress. It is certainly a fact that this improvement could not be so consistent were the conditions of supply and demand not such as justified it all the way through.

The Cover Picture

DECAY STEERED CLEAR OF THE CEDAR LOG shown in the cover picture of this issue. The tree fell in the forests of Washington more than 1380 years ago. It is not known how much longer ago than that it may have been, but there is a record of that many years. The tree cut from one of the stumps standing astride the log had 1380 annual rings, each ring corresponding to a year's growth. The log was there before the tree sprouted, for the seed which produced the tree evidently germinated on top of the log and sent roots down both sides into the soil. That is a common method of germination with some trees. The seed need never touch soil, but it receives sufficient moisture from wet moss to sustain life until the roots find their way to the ground. Northern birch has the habit of beginning its existence on top of a moss-covered log in damp and shaded forests, and some pines do it also.

The log and the stumps astride it in the picture are western red cedar. This species is closely related to the white cedar or arbovitæ of the northern states, but it attains much larger size. This species furnishes more shingles than any other tree in the world. The western cedar shingles, known in every market in the country, are its product.

The action in the picture is furnished by the man with the saw, who is cutting bolts for shingles from the prostrate trunk. Though the log has lain on the ground much more than a thousand years, it is still sufficiently sound for shingles. This constitutes one of the longest known records of timber preserved from decay, while exposed to the weather. There are longer records where the wood had been kept dry or submerged in water or buried in ice.

As the log lies now it is wholly exposed to view. That was not its former condition. In that damp forest a thick mat of moss covers the ground, logs, stumps and rocks. When the timber is cut the moss dies or fire burns it. The absence of moss in the picture is apparently due to fire. The charred condition of the stumps shows that they have passed through a first class conflagration.

The preservation of the log from decay was in part due to the moss that covered it. The spores of the fungus that induce decay could not penetrate the moss and reach the wood.

The man with the saw would do well to turn his attention to the high stumps. If they are sound several thousand shingles might be made from each of them. The old-time lumberman in that region thought he was not doing his duty and living up to traditions if he did not cut stumps at least ten feet high.

The photograph was made for HARDWOOD RECORD by Darius Kinsey of Seattle, Wash.

Practical Patriotism

WITH THE PRODUCTION of adequate food supplies recognized as just as vital to the national defense as the creation of equipment and large armed forces, public attention naturally focuses these days upon the most logical means of meeting a serious food situation. Aside from the regular agricultural channels there is probably no other one factor that could have such a specific influence upon the food supply of the country as the lumber manufacturing trade. With thousands and thousands of acres of cut-over lands, some of it containing the richest soil in the world and most of it of such a character that it would be highly productive of agricultural products, in the hands of well organized and financially strong institutions, the lumber manufacturing trade is today in a position to render a service to the country that would be second to no service that could possibly be rendered by any other industrial unit.

Already there have been voluntary movements to get the most possible out of productive cut-over lands in the way of foodstuffs that will have their effect in mitigating very trying conditions in exact proportion to the extent to which they are carried out. There can be no question as to the possibility of making money out of the adequate use of cut-over lands, but regardless of that fact the lumber manufacturing trade owes to the country a willingness to turn to agricultural production every foot of productive cut-over land which it can secure labor to work.

Reverting to the selfish standpoint, there is no doubt that a general movement in this direction now would do more in a year or two to increase the market value of these lands than events in their normal course could possibly do in a much longer period. The very fact that this service was being rendered in behalf of the country would focus the attention of the country upon that effort, and so the public at large would have a much better perception of the opportunity which these cut-over sections afford to the settlers under normal times. In short, the service would constitute the very best type of advertising that could possibly be secured, but beyond that there would be the satisfaction of knowing that each acre planted perceptibly strengthened the position of this country in its international relations.

Timber Mobilization for War

THE CALL HAS COME FOR THE MOBILIZATION of the country's timber resources for the war, and the call has found the lumberman ready. The order for the quick production of enough material to build one thousand ships of three thousand tons each can be filled without hesitation or delay. It is anticipated that most of the demand for ship material will be met by the southern yellow pine mills and the western mills that cut Douglas fir. There is no doubt that the producers will be able to come to time, although the time is short. It is the plan to have the ships upon the oceans within a few months, and the American flag will then be in evidence on the waters to a greater extent than ever in the past.

The call will come for immense numbers of army wagons and motor trucks, and that call will find the manufacturers ready. Numerous wagon factories are prepared to fill orders of any possible size. This is a change from what Washington was up against in the Revolution, when no factory was prepared to accept an order for more than a dozen wagons, and many contracts were given for one or two wagons in a place. The vehicles will use hardwoods principally, and oak, hickory, elm, maple, cottonwood, ash and poplar will receive large calls. Scarcity of raw material is out of the question and facilities for rapid seasoning are adequate.

The demand for hickory and ash handles will attain large propor-

tions, for trench digging is now one of the soldiers' chief duties. But most of the increase in handle production may be expected for the purpose of supplying the farmer and the truck gardener, for the agricultural resources are being mobilized, and this year's acreage may be expected to surpass anything in past years. The following advertisement was copied from a small country paper in a rural community and is quoted as a sample of what is going on all over the country:

"Farmers, plant every acre and every rod you can. You can sell everything you can raise, no matter what it is. Don't be afraid of raising too much. We can supply you with plows, harrows and all kinds of farm and garden tools. Buy them at once; get to work. It is the best chance to make money out of farming that you ever had.

"JOHN SMITH & SON."

Advertisements similar to this are carried by papers in every section of the land. The result is the handle trade is bound to be great. It is fortunate that plenty of raw material for handles is available.

A demand of yet greater dimensions will come to the boxmakers. Army supplies must be shipped and here is one place where the substitute package will not do. The boxes must be of wood in order to stand the hauling, the loading and unloading, the rain and snow and the exposure which must be the fate of army supplies.

We have the wood in abundance, and the box factories are equipped to turn out the product in enormous quantities. The coopers will be called upon for the old-time flour barrel, because paper sacks will not meet the transportation requirements of war. The cracker box and barrel, the pork barrel, the sugar barrel and scores of other kinds of boxes and barrels must be had. The manufacturers are mobilized and are ready for the word.

The gunstock problem does not bother us. American walnut has stocked the guns of the Allied armies for two years, and we have plenty of the same stuff left to equip our own armies; and here, too, the walnut mills are ready to take care of the business.

During the past few years the sawmills of the country have been able to produce much more lumber than was needed. These mills have now become a potential resource, to be called into action when needed. Everything is ready. The lumber interests are mobilized and can furnish everything needed in their line.

The Lumber Commissioners

FOUR MEN HAVE BEEN COMMISSIONED TO GO ABROAD to investigate the quantity and kinds of lumber that will be needed in rebuilding the portions of Europe which have been devastated by war. They are men well qualified for the work. There were more than one hundred applicants for the job, and the four were the result of sorting and resorting. They are R. E. Simmons, N. C. Brown, A. H. Oxholm and John R. Walker. The government pays one-fourth of the expense and the National Lumber Manufacturers' Association pays three-fourths.

It is expected that the work will require two years and that the commissioners will gain first-hand information by visiting the war zones and seeing for themselves.

It would be somewhat difficult to plan the itinerary of the commissioners at this time. The war zone is a somewhat changing piece of geography. Naturally, the commissioners while on duty in the war area will trail along a little behind the barrage fire and not try to keep tally on the houses while in the process of being knocked to pieces.

While the war lasts the activities of the commissioners will be confined to districts this side the German lines, for it is apparent that they would be unwelcome persons in the realm of the kaiser.

The work cut out for them is a man's job. They should bring back with them many a prospective bill of lumber; but it will all be in the future, because it is improbable that any sales will be made until hostilities cease.

The softwoods will naturally sell in largest quantities, but the hardwoods ought to receive many calls for interior finish; floors and furniture.



Portentious Meeting at Memphis



More than one hundred hardwood lumbermen, shipping annually more than 225,000 cars of hardwood lumber and forest products, in session at the Hotel Gayoso, Memphis, Tuesday, April 17, in response to a call sent out by James E. Stark, president of the Southern Hardwood Traffic Association, adopted resolutions strongly protesting against the proposed blanket advance of 15 per cent in hardwood rates on the part of the carriers and earnestly advocating the adoption of a car pooling arrangement, under the control and direction of the Interstate Commerce Commission, as a means of strengthening the plans of national defense and as a means also of insuring a more equitable distribution of cars. They also adopted resolutions favoring increased production of foodstuff crops on the part of all lumbermen who are cultivating cutover lands, this latter action being in response to a telegram received during the meeting from Secretary Redfield of the Department of Commerce.

The meeting was called to order immediately after luncheon by President Stark, who explained that it was the most important ever held by this organization, because it occurred at the most critical period in the lives of the present generation following the assumption of the responsibility by the United States Government of entrance into the European war. He thought the session should be executive and gave his reasons therefor as follows:

"I do not think so important an organization as we have should go on record as taking any action without very thoughtful and very deliberate discussion of it and I want every one to feel that he can discuss the questions to come up without fear of being quoted in the press or outside of this meeting."

In connection with the protest against the proposed advance of 15 per cent in hardwood rates, the first subject considered, President Stark appointed the following committee: Walker L. Wellford, Chickasaw Cooperage Company, Memphis; George C. Ehemann, George C. Ehemann & Co., Memphis; George Land, Lamb-Fish Lumber Company, Charleston, Miss.; John W. McClure, Bellgrade Lumber Company, Memphis, and W. H. Russe, Russe & Burgess, Inc., Memphis. These gentlemen prepared the following resolutions, which were adopted by unanimous vote:

WHEREAS, The railroads throughout the United States are proposing an advance in all freight rates of approximately 15 per cent, based on the assumption that it is imperative that additional revenue be raised to meet their increased cost of labor and operating expenses, it seems proper that the Southern Hardwood Traffic Association, the largest forest products traffic organization in the country, whose members handle in the aggregate of over 250,000 cars annually, to express collectively its views on a subject which is vitally connected with the success and prosperity of the hardwood industries.

During the past five years the carriers have asked for and received tremendous increases in the rates on forest products. This is especially true of the Mississippi valley territory, where very heavy advances have been allowed. In some instances this increase has been as much as 40 per cent. In I. & S. Dockets 184, 520, 745, 775 and others advances were allowed. In the last named docket we were practically assured by the carriers that if they succeeded in getting this advance they would not undertake any further advances in the hardwood rates. In view of these radical advances we feel that no further advances should be allowed from this section in the rates on hardwood forest products.

THEREFORE, BE IT, RESOLVED, That any advances in hardwood rates be suspended, and the Interstate Commerce Commission hold a full investigation, at which both carriers and shippers can be heard for and against the proposed advances, and that the hearing and investigation be conducted along such lines as to show the extent of transportation cost and what each class of freight and each commodity is paying, based on the distance transported and conditions governing its transportation, and that increases in freight rates be allowed only on such classes and commodities as are not paying their just share of the transportation tax; and

BE IT FURTHER, RESOLVED, That a copy of these resolutions be sent to the secretary of the Interstate Commerce Commission, Washington, D. C.

During the discussion on the advance in freight rates one member pointed out that cotton shipped from Memphis to New England points, valued at from \$5000 to \$6000 per car, pays less revenue to the railroads than a single carload of lumber having a value of less than \$500. Another point emphasized in this comparison is that cotton always demands the best equipment in the way of box cars and that lumbermen are compelled to ship on flat cars.

During the discussion of freight rates a telegram was received from the Interstate Commerce Commission advising that it will hold an informal conference Friday with the shippers to determine on a plan under which the commission will permit carriers to publish proposed advances and the character of investigation to be conducted. President Stark was authorized to appoint a committee of one to attend this conference. It was announced later that Mr. Stark had been prevailed upon to go to Washington and that he would be accompanied by J. H. Townshend.

It was suggested during the discussion that the advance should be allowed for patriotic reasons and to show the loyalty of the lumbermen to the government. But it was the consensus of those present that loyalty, to be sincere, must go hand in hand with justice and that it would be unjust to ask the lumbermen to pay an advance of 15 per cent in freight rates after just having received (from them) an advance of 20 per cent in March.

In connection with the subject of car shortage it was pointed out that the government is taking boats off the great lakes and out of the coastwise trade and that this is forcing a large amount of additional tonnage on the carriers and that it is necessary, as a national defense measure, that a car pooling arrangement be perfected to insure equitable distribution of cars. After mature consideration the following resolution, presented by W. B. Morgan of the Morgan Veneer Company, Pine Bluff, Ark., was adopted:

WHEREAS, The car shortage situation which has been confronting the hardwood forest products industry of the South for the past seven months, necessitating the closing of plants, throwing labor out of employment, jeopardizing investments in the forest product industry and causing great financial loss; and

WHEREAS, The situation is not improved and the present car regulations promulgated by the American Railway Association, which became effective February 21, in many instances have had the effect of absolutely shutting off empty foreign cars from coming to southern lines, and, furthermore, it appears that northern carriers are observing the rules in that they do not turn over foreign cars to southern carriers, but are not observing them in turning company cars over to southern carriers; and

WHEREAS, It further appears that under normal conditions, approximately 60 per cent of all freight equipment of any one road in the country is owned by foreign carriers; and

WHEREAS, The only way that car distribution can be satisfactorily settled is by a universal car pool arrangement, giving the Interstate Commerce Commission full authority to order distribution of empty cars; and

Therefore, be it, RESOLVED, That the Southern Hardwood Traffic Association, whose members handle over 250,000 cars of hardwood forest products annually, respectfully petition the Interstate Commerce Commission to hold a hearing relating to a universal car pool and after prompt and thorough investigation present and recommend the passage of a bill legalizing a universal car pool arrangement under the supervision of the Interstate Commerce Commission, with authority to provide by contracts for the building of cars of sufficient amount to relieve the present stringency, which could be furnished the railroads on a per diem basis, thereby enabling the railroads to relieve the present car situation and pay for them without increasing freight rates; and

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, stated that this organization had, during a hearing before the Interstate Commerce Commission in 1914, suggested such a car pooling arrangement and that it had expressed itself favorably in regard to this measure on numerous occasions since. He said, however, that the need for such an arrangement was more urgent now than it had ever been. He made this statement with a view to showing that the association, in adopting the resolutions, was carrying out a plan it had long favored and one that it believed would result in great good to all concerned.

In response to the telegram from Secretary Redfield, urging increased food crops, President Stark, on motion, appointed a committee of five to look after this subject, as follows: H. B. Anderson, Anderson-Tully Company, Memphis; F. L. Gregory, Bliss-Cook Oak Company, Blissville, Ark.; P. H. Sparks, Lamb-Fish Lumber Company, Charleston, Miss.; W. C. Bonner, J. H. Bonner & Sons, Heth, Ark., and H. H. Alexander, Alexander Brothers, Belzoni, Miss. It was pointed out that all the members of this committee are at present farming and that the majority of the lumbermen are raising large foodstuff crops.



Figures by Quarter-Sawing

HU MAXWELL



Editor's Note

Those who produce figures by quarter-sawing wood have a rather limited number of species to choose from. The chief dependence for material is placed in the oaks; and, fortunately, oak is abundant and there need be no fear of shortage in quartered lumber. The popularity of these figures compares well with the esteem in which other figures are held in the wood-using industries. The exclusion of all the needle-leaf trees from this class of figured woods is on account of the physical structure of these woods; and the further exclusion of a large number of the minor hardwoods is due to their small size and scarcity.

ARTICLE EIGHT

Quarter sawed lumber constitutes an important class. Its distinguishing features are sufficient to set it apart from lumber of other kinds. It is produced by sawing logs in a special manner and is not the product of any particular species, nor does it come from any special locality, nor from trees of any specified age, size or form. The figure which distinguishes quartered lumber does not result from freak growth, as birdseye and curly figures do, but comes from normal, natural timber; but in order to bring out and expose the figure, which is a natural product of tree growth, the lumber must be sawed in a certain way, and that way is known as "quarter-sawing." The name doubtless originated from the manner of manufacture. The log was ripped down the center and laid open in fourths, called quarters, and each quarter was sawed into boards separately, the saw cutting as nearly as possible along lines from the bark to the center. Such boards were quarter-sawed, and the figure which passed by the same name was developed when the lumber was dressed.

It is quite generally believed by persons who have no personal knowledge of the matter that quartered lumber is necessarily oak. Such is not the case. Oak is quarter-sawed more often than any other wood to bring out the desired figure, but any commercial wood may be quarter-sawed. Sometimes it is done as a matter of convenience without any idea of figure, and sometimes the development of figure is the object. Though oak exceeds all other woods in the quantity so sawed for the sake of figure, there are others that have the figure.

It has not been popular always, but has been known to woodworkers for a long time, though apparently it was not purposely developed by working the wood in a particular way. If brought to view at

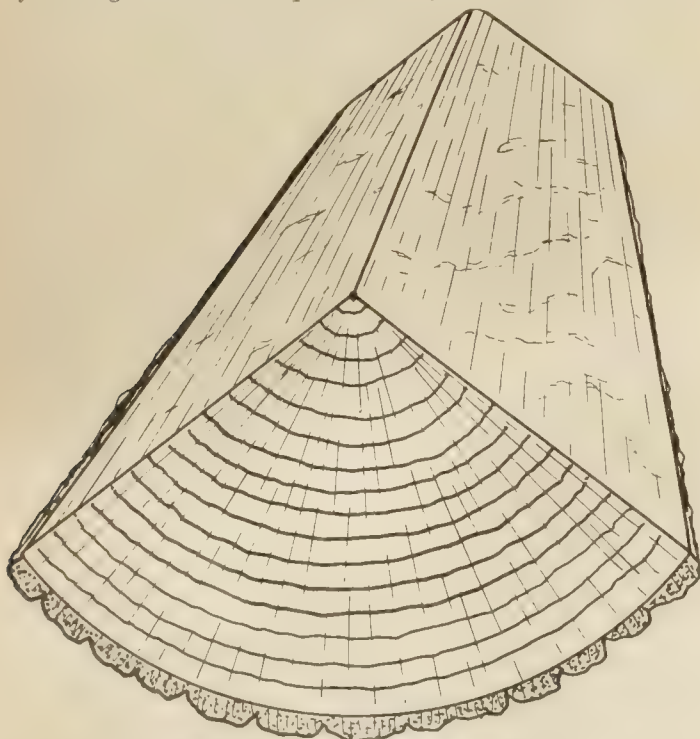
all, it was rather by accident. A great deal of quarter-sawing is done without regard to figure, and woods are so manufactured which have no figure, the sawing being done to produce lumber of a certain grain. It should, therefore, be clearly understood that all quarter-sawing is not done to get a certain figure out of the wood, but when oak is the timber to be converted, the chief purpose is to produce figured wood.

THE BASIS OF THE FIGURE

The medullary ray is the basis of the figure developed by quarter-sawing. This is a natural growth of wood, present in every tree, but more conveniently examined in oak than in any other, because so abundant and so conspicuous. Inspect the end of an oak log, no matter what kind of oak it is or what the size. The rays are plainly visible in the form of bright, thin streaks radiating from its center outward, crossing the growthrings at right angles. Sometimes a single ray continues unbroken from the center to the bark, but that is not usual. Generally, the ray, looking like a fine, colored thread, runs a few inches and disappears, while others come into view nearby and continue toward the bark.

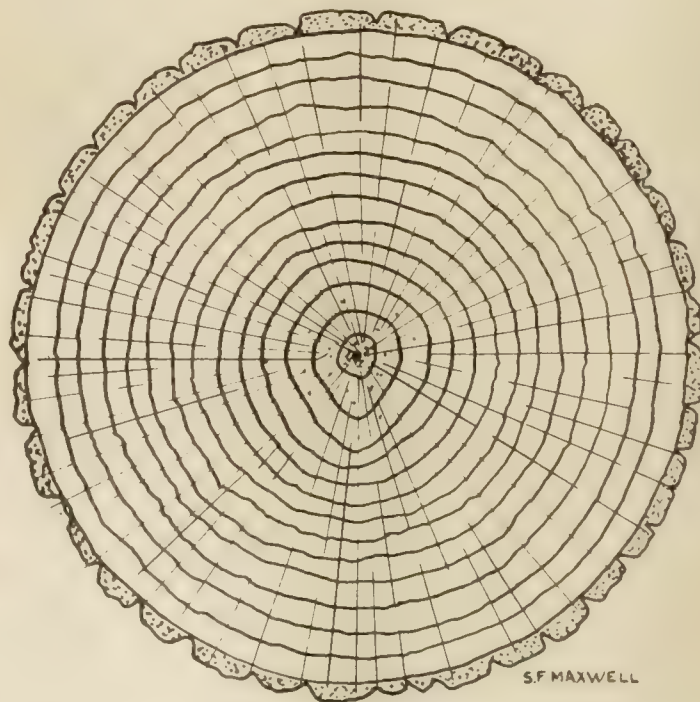
These rays are thin sheets of wood. Only their edges appear where the log has been cut off. These thin sheets stand on edge, up and down the trunk of the tree, with one edge toward the tree's center, the other toward the bark. They are very numerous and constitute a considerable percentage of the wood. All woods have them. They are larger in oak than in most others, but not more numerous. In oak cross-sections their edges appear as lines several inches long, while in some other woods the lines are so small and short that they cannot be seen except with a microscope.

Such are the medullary rays that are responsible for much fine



READY FOR QUARTER-SAWING

The boards are cut from bark to heart, thereby exposing flat surface of medullary rays and forming silver grain



MEDULLARY RAYS EXPOSED

They are the radial lines radiating from the heart and best exhibited in cross-sections of oak but visible in many other woods

figured wood, popular for furniture and interior house finish, as well as for musical instruments.

BRINGING OUT THE FIGURE

In cutting the log on lines from bark to center to produce boards, the saw exposes the flat, bright sides of the rays. They appear as streaks, flecks and patches when the surface is polished; and being a little brighter in color than the rest of the wood, they stand out plainly. They constitute the figure and are responsible for the brightness and beauty of quartered oak. The exposed sides of the rays vary in size from those barely visible for smallness 'up to patches of several square inches. The variety in oak is great. Much depends upon choice of logs, but much also upon the manner of sawing. Patterns of figure change with the angle at which the saw cuts the ray. The sawyer's skill may make or mar the figures, provided the material for it is in the log to begin with. No skill can bring out what is not there.

Quarter-figure oak is seen oftener than that of any other wood, and oftener than of all other woods combined. The rays are broad, long and numerous, and it is an easy matter to cut them to show large surfaces and bold patterns. So regularly do the rays occur in the best specimens of oak that they may be cut at many angles and thereby produce variety of figure that is surprising, as well as a number of standard patterns. Among the well-known figure patterns are "herringbone," "blaze," "zebra," "moonshine flake," "large flake" and "splash." These are no more than an outline of the "infinite variety" possible in the conversion of oak. The veneer cutter can take orders from the manufacturer of furniture or interior finish and can deliver kinds and varieties to meet any reasonable demand.

Great differences exist in the figures of different oaks. There are fifty-two species of the wood in the United States, and while it cannot be claimed that each species has a characteristic figure of its own, the range is wide. The flakes differ in color as well as in size and arrangement.

A pink or red tone prevails among the figures developed from oaks which grow in the Rocky Mountain region and westward, but there are exceptions. The Santa Catalina white oak (*Quercus tomentella*) has rays so nearly the color of the rest of the wood that scarcely any contrast is seen, the wood resembling in color the sapwood of hickory. The oaks of the western arid regions are inclined to produce dark and ugly heartwood, and the figure developed by quarter-sawing the trunks has little to recommend it. Dark color is not necessarily objectionable in figured oak, for the heartwood of southern live oak (*Quercus virginiana*) is quite dark and the rays are nearly black; yet, the quartered wood, when polished, is decidedly beautiful. It suggests black granite. It is not apparent why the wood is not more popular than it is, but it is a fact that the southern live oak meets scarcely any demand for manufacturing purposes.

OTHER THAN OAK

The American forests contain many species that may be quarter-sawed into figured stock, and some of the figures are delicate and beautiful, but the oaks are more important than any or all other

woods. Those regularly cut for the figure they are capable of producing are so few that they may be counted on the fingers of one hand. Next after oak comes sycamore. It has broad rays, which show well in quartered stock. The surface has a checkered appearance, without much variety. There is a sameness in the figure of sycamore that would tire if oft repeated. There are three species, the eastern, that of Arizona and that of California. The rays are reddish in the eastern and inclined to pink in the two western species.

The flecked surface of quartered maple is well known; it is not a figure. There are differences in different species of maple. The luster is less pronounced in the soft maples than in the sugar tree.

The characteristic luster of cherry is by some believed to be due to the lining of the cells as much as to the glow of the minute medullary rays.

The extremely small, bright rays of cottonwood give it a silvery luster when highly polished on its quartered surface. This luster is seen to perfection in the species of cottonwood known as balm of gilead. The surface displays no details, but is flat and monotonous.

The yellow cedar of the Pacific coast, when quartered and polished, kindles into a fine golden luster. The individual rays are no larger than the wings of gnats, but each is a yellow scale of delicate beauty.

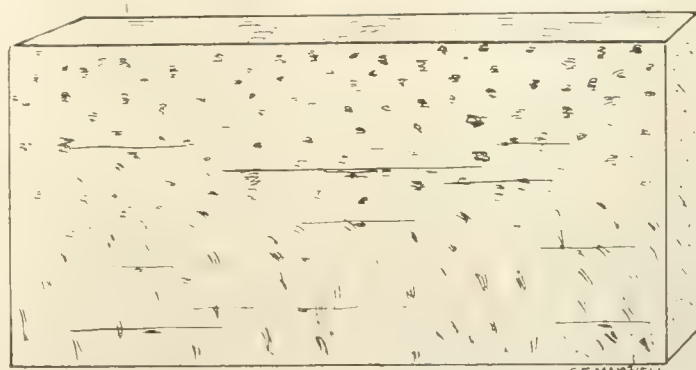
The California holly (*Heteromelis arbutifolia*), which is not holly but belongs to the rose family, has rays of bright red which would be quite conspicuous if the rest of the wood were not so nearly of the same color. But trunks are too small for manufacturing. That is true of a number of trees with fine wood and splendid rays.

They cannot be profitably put to use, and for that reason they remain unknown, though perhaps their wood is as beautiful as our own forests produce. Small size is usually sufficient to bar them from quarter-sawing operations, though they might go to the lathe in the novelty shop.

Comparatively few of our commercial trees have rays that can be developed into figure by quarter-sawing. The entire list of softwoods, with scarcely an exception, may be put in that class. These include the pines, cedars, firs, spruces, hemlocks and larches. These woods have rays, thousands to the square inch usually, but they are too small to make any show.

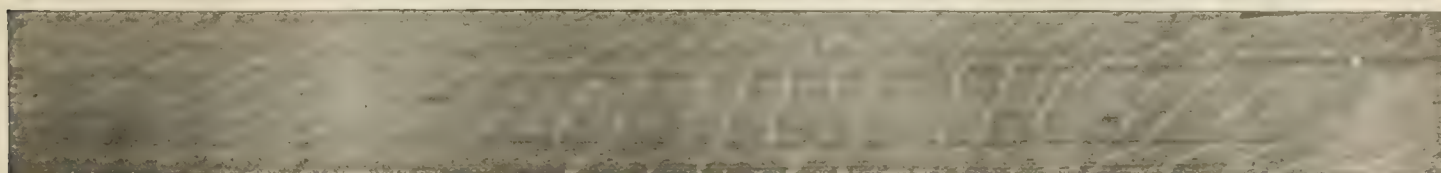
A long list of important hardwoods goes to the same class for the same reason. Their rays are either small or characterless, or both, and they have no figure to be brought out by exposing the rays. Among these woods are willow, cottonwood, ash, tupelo, gum, hickory, cherry, birch, chestnut, walnut, basswood and yellow poplar. Some quite pleasing results may follow quarter-sawing yellow poplar and red gum, but it is luster rather than figure that pleases in these woods.

The exponents of red and figured gum for trim and for furniture are quite often inclined to practice what they preach, and to use this wood for decorating their own offices as well as making some of their office furniture. This is good business, because it helps advertise the wood as well as demonstrate the faith of those who handle it.



ARIZONA SYCAMORE

Radial section showing small but distinct figure exposed by quarter-sawing this wood. It is not commercially important.



THE SILVER GRAIN OF OAK EXPOSED TO VIEW BY QUARTER-SAWING



Wood Knowledge Helps Advertising



Lumbermen do not often stop to figure out why so little is said about wood in the advertising of the various products into which saw-mill products go. It is, however, a peculiar fact that until recently consumers seemed to think that every other feature of their goods was worthy of exploitation rather than the fact that they were made of wood.

This is hard to understand, because often the nature of the wood and the way in which the material is treated in the manufacturing process would make the best kind of advertising "copy," especially when one notices how far-fetched some of the alleged "talking-points" of this character are. Besides, wood is a material which in a general way is understood and appreciated by everybody, and references of this kind would have a homely quality which would suggest a more intimate method of approach than is ordinarily possible.

Perhaps one of the reasons why it has been comparatively easy for substitutes to make headway in fields where wood was formerly used exclusively is that so little has been said of wood in connection with the advertising of these manufacturers. For a long time the makers of office equipment used wood, and said little about it in going after the business of dealers and consumers. Then steel came along, and the whole talk seemingly was based on the character of the material, though as a matter of fact wood has just as many features which are worth stressing in this connection as steel has. The only really strong argument here is that it resists fire, and this is a questionable advantage, inasmuch as steel is such a good conductor of heat that contents of files might be destroyed without the containers themselves giving way. Wood does not conduct heat, and therefore the contents of wood files will not be burned until the latter are themselves reduced to ashes.

But this point need not be elaborated upon, as everybody is familiar with the fact that wood has splendid qualities, or would not be used so universally. The question is, why don't manufacturers who use wood make more of it in their business? Why don't they tell their customers about it: not simply that they use wood, but what kind they use, why they use it, and the special advantages of construction of this character? One reason, perhaps, is that they have never thought of it. Another is that the people who handle advertising for the big concerns of the country don't know anything about wood.

How many writers of automobile advertising copy, for instance, know why ash is used in building frames, hickory for spokes and walnut for the rims of the steering-wheels? How many have ever investigated the "why" back of the fact that boxes for storage batteries are usually made of oak?

There is the field of sanitary woods, including ash, which is used for refrigerators because it does not stain or taint the foods which come in contact with it. A similar reason has made poplar a favored wood in the manufacture of boxes used for packing butter, dressed poultry, etc., where pine or any other odorous wood would be out of the question.

Why shouldn't some packer, with a little more imagination than the rest, tell of the care used in the selection of the materials for his boxes and other packages—which is just as important as any other feature of his service to the public?

Most ordinary materials discourage efforts to develop interest. There isn't much sentiment in a tin can, for instance. But wood has a history as long as that of the human race itself. The cave-man wielded a club, which served its purpose just as well as the modern rifle with its butt of American walnut does today. The yew-tree of England, which furnished material for the bows and arrows of the White Company, as every follower of Conan Doyle well knows, was worthy of the tribute of a song.

Houses, furniture and ships must have wood—and even in this day of fireproofness in building construction it has not been found desirable to eliminate its use. Wood is in evidence literally from the cradle to the grave, which means that it is bound up with the experience of every human being—certainly a broad enough basis on which to base study of its varying qualities.

Getting back to the matter of automobile copy, which seems to be in the limelight just now, it is generally understood that the Pierce-Arrow people put samples of ash lumber to the laboratory test before deciding to make use of it in their frames. Elasticity, which makes for easy riding, is one of the things the chemist tests for, doubtless, as well as, toughness and tensile strength. Wouldn't it interest some discriminating buyers to be told how this feature is handled, if that is really the way of it?

The H. H. Franklin Automobile Company has called attention effectively heretofore to the method used in making its wood frames, which are of "laminated" construction, as explained in the advertising. This is one way of describing the method of gluing layers of wood together for the purpose of securing strength, the sections being laid so that the grain of each runs at right angles to that of the next. But most of the furniture which is put on the market has tops, panels, drawer-fronts, etc., which are "laminated" in this way, only the trade description is that they are veneered. Really, laminated is the better word, for veneering suggests merely the treatment of the outside face, while glued-up construction involves the other features as well.

The writer has never seen a furniture ad which attempted to go into details regarding this method of construction, though if it is a good argument for automobiles it should be equally effectively applied to furniture. It is true that there is a considerable prejudice on the part of the public in favor of "solid mahogany," etc., but veneered construction has enough good points to make it seem worth while to tell about it.

Not long ago a music trade paper recorded the fact that one of the leading piano manufacturers had purchased an historic walnut tree in the East. It figured in the Revolutionary war, and was one of the land-marks of that section. It was explained that the company was having this material cut into veneers, which would be used in the manufacture of its cases.

Here, apparently, was a good chance to make use of the interest in wood of this character, which makes an appeal on the basis of historic associations and sentiment as well as beauty. True, it might be argued that a piano must be sold as a musical instrument, but the fact remains that it is likewise a splendid piece of cabinet-making, and people who buy pianos are often influenced more by the appearance of the case, regarding which they have definite opinions, than by the tone of its strings, regarding which they may be somewhat in doubt.

Just now the talking machine field is getting a lot of attention with the entrance of numerous new manufacturers of popular-priced instruments. Some of them are made with metal cases, but one manufacturer of a cheap talking machine has advertised the fact that he is using basswood, pointing out that a wood cabinet is much better adapted to the transmission of musical vibrations than metal. Here is a good example of a wood-user making a talking-point of his material, instead of either putting the soft pedal on it or forgetting to say anything about it.

The Willard battery is getting strong advertising support, and the construction of the boxes which contain the storage outfits has been featured to some extent, more, certainly, than one would expect, in view of the way advertisers as a whole overlook this feature. A recent poster analyzing the points of the Willard battery had the following:

You may think a battery box is just a box. But when you find that Willard boxes are made of oak so hard that it dulls ordinary tools, you'll appreciate the maker's precaution against splitting and decay.

It can't come apart. No chance of a Willard battery box leaking and disfiguring a car with acid. The corners are put together to stay—locked and fastened with hard maple dowels. An expansion joint in the bottom takes care of temperature and moisture changes which might otherwise cause expansion or contraction of the wood itself.

Speaking of boxes emphasizes the fact that the Shredded Wheat Company has frequently advertised to the trade that its boxes are made of such good material and put together so well that they can be sold for a not inconsiderable amount second-hand. A lock-cornered box is much stronger than one which is nailed, and this type of construction, as well as the use of sufficiently heavy wood of the right

kind, suggests quality in a box; and it may be assumed that a manufacturer, if he understands his business, will not waste a good box on a poor product.

The Brunswick-Balke-Collender Company of Chicago is advertising its Whalebonite closet seat in the technical field by means of a diagram and cross-section which suggests the laminated wood, covered with a rubber composition, is the method of constructing this specialty. The cross-section, shown under a magnifying glass, gives the idea of strength and resistance, too.

There is hardly a product containing wood being marketed by means of advertising which could not be helped by studying why the particular kind of wood used was selected. Whether it is ash, chosen for elasticity or absence of odor; hickory for toughness; oak for general strength and durability; mahogany for beauty of color and figure, or some other wood for something else, the reason is there, and in nine times out of ten the reason can be made to play a part along with other construction features in influencing the reader in the direction of a favorable decision.

G. D. C., Jr.



Things Look Better at Memphis



Weather conditions have shown considerable improvement during the past few days and the outlook is considered measurably better for work in the woods. The Mississippi river at Memphis and at all points in the lower valley, too, is falling, and the same is true of tributary streams in Arkansas and Mississippi. This means that there is far less surface water than there has been for some time and that there is a gradual recession of the backwaters piled up against the levees in both Mississippi and Arkansas. The ground is still quite wet and it will be some time before substantial progress can be made in the lowlands in getting out logs. But the situation is regarded as improving and the hope is expressed by milling interests that the present favorable weather will continue long enough to bring about still further improvement.

There is an admitted shortage of logs, a shortage which is being felt by many firms in the valley territory. It transpired at the meeting of the Commercial Rotary Gum Association here Tuesday, April 17, that veneer manufacturers are threatened with a notable scarcity of logs, and many firms are free to admit that they are short on log supplies. It is emphasized, however, that continued good weather will go a long way toward the solution of the problem of adequate log supplies, and milling interests may undoubtedly be relied upon to put forth their best efforts to get out all the timber they can. Demand for southern hardwoods is unusually active and prices are attractive, a double incentive for activity along this line.

The shortage of logs and the high water in the Mississippi and its tributaries have materially reduced output of hardwood lumber during the past two or three weeks, and some of the mills forced to close down for either or for both reasons are still out of commission. The Lamb-Fish Lumber Company reports that both sides of its big double band mill at Charleston are idle at the moment and that they will not be placed in operation for several days yet. Their most serious handicap has been the high water in the Tallahatchie river, though log scarcity has also been a factor. George C. Brown & Co. have just resumed at Proctor, Ark., after more or less interrupted operations for some time incident to backwaters and log scarcity. The several plants in North Memphis put out of commission by the high water are still idle, with a single exception. It will be some days before they are able to resume, as time must be allowed for the waters to recede. Shortage of cars for the shipment of output has also proved a deterrent to hardwood lumber manufacture. Some firms are able to go only so far before making shipment, and when they are unable to secure necessary equipment they have to stop. Altogether, it is quite safe, in the opinion of prominent hardwood manufacturers here, to describe output in the valley territory as rather sharply below normal for this time of year.

Traffic conditions have shown little, if any, improvement. Conservative authorities place the estimate of cars furnished as against cars required as rather below than above 25 per cent, taking the southern hardwood territory as a whole. The report of the action of the Southern Hardwood Traffic Association, at its meeting held here the 17th instant, published in full elsewhere in this issue of *HARDWOOD RECORD*, shows the situation so bad with respect to car shortage that an appeal for legislation legalizing a car pooling arrangement was made both as a measure of national defense and as a means of securing

an equitable distribution of cars. Secretary Townshend has appealed to the Interstate Commerce Commission for relief and has likewise appealed to all members of the association for prompt co-operation with the carriers by loading and unloading, by loading above marked capacity and by protecting flat cars and other equipment while loading. But nothing done so far has brought any decided measure of relief, and hardwood interests are still struggling with carriers who insist on a radical advance in rates on lumber and who persist in their failure to furnish more than 25 per cent of the equipment needed to handle shipments of lumber.

Seeking Boxwood Substitutes

The Forest Products Laboratory at Madison, Wis., is investigating the supply of woods that may be substituted for Turkish boxwood, which is so scarce that it can no longer meet demands, and the price has advanced to such a degree that many former users cannot buy it. It is used chiefly in this country for wood-engravers' blocks, draftsmen's scales, chessmen, roller skate wheels, small handles and certain kinds of turnery and novelties. It was once the almost exclusive wood for shuttles, but high price shut it out nearly thirty years ago, and its place was taken by persimmon and dogwood. It now appears that it must give other places to substitutes.

The wood is hard, has small pores and is of yellow color. No other wood is known that can measure up to it in all respects, but there are several in this country which give promise of filling boxwood's place for some purposes. They are woods with small pores evenly distributed. Among such are the following:

Florida boxwood (*Schaefferia frutescens*), which grows in the southern part of the Florida peninsula.

Waaahoo (*Econymus atropurpurens*), which belongs to the same family as the foregoing, but ranges from New York to Montana and south to Oklahoma and Florida.

West Indian boxwood (*Tecoma pentaphylla*), a native of Cuba and neighboring islands.

Witch hazel (*Hamamelis virginiana*), a well-known bush which occasionally becomes a small tree.

Laurel (*Rhododendron maximum*) is abundant in some mountain regions, but the trunks are small.

Kalmia (*Kalmia latifolia*) or mountain ivy is generally of small trunk, but in the southern Appalachians it may be a foot in diameter. Its root is made into pipes.

Thornapples of the *crataegus* genus have wood which may answer some of the purposes of boxwood.

Andromeda (*Andromeda ferruginca*) is another native wood with promise. It grows in the southeastern states.

A western wood stands tests well. It is madrona (*Arbutus menziesii*) with a reddish wood which might be mistaken for applewood if judged by appearances.

Orangewood also has promise. It can be procured from dead trees in Florida and California orchards.

Torchwood (*Amyris maritima*) of southern Florida and mastic or wild olive (*Sideroxylon foetidissimum*), likewise of Florida, possess qualities worth investigating by those who want substitutes for boxwood.

There are a number of woods fairly soft, which, on account of their fine texture, might take the place of boxwood for turnery and some other purposes. Among such are buckeye, western yellow cedar, California cypress, the junipers and western yew.



Northwestern Cooperage & Lumber Company

The Home of the "Peerless" Standard Brand Products

Western Office:
516 Lumber Exchange, Minneapolis, Minn.

GLADSTONE, MICHIGAN

Mills at Gladstone and Escanaba, Michigan

Manufacturers of the following "Peerless" Standard Brand Products: **Hardwood Flooring, Staves, Hoops, Heading and Veneers, Hemlock Lumber, Lath, Shingles, Posts, Poles and Ties, and Hemlock Tan Bark**

"Peerless" Rock Maple, Beech & Birch Flooring have a standard of their own, are guaranteed and are sold by dealers to hold trade. We ship it in straight or mixed cars—Car or Cargo. **TRY IT THE NEXT TIME**

Members of Maple Flooring Manufacturers' Association. (When writing mention the Hardwood Record.)

The Mail Bag

B 1112—Wants Door Panels

Bangor, Me., April 10. Editor HARDWOOD RECORD: Kindly quote us your best price per foot for three-ply veneered up panels $\frac{1}{2}$ " thick when finished, to be used for door panels, clear stock both sides. There will be about 75 panels about 2-0x6-0. Quote price in plain white oak, and No. 1 birch. Also quote price in the same kinds of woods three-ply $\frac{3}{8}$ " thick when finished. Would like price F. O. B. Bangor. If not, kindly advise what the freight would be to Bangor, Me.

B 1113—Chestnut and Poplar

La Crosse, Wis., April 16. Editor HARDWOOD RECORD: Could you kindly give us the addresses of manufacturers who could supply wormy chestnut and poplar lumber in mixed carloads?

B 1114—Oak Timbers Needed

Duluth, Minn., April 16.—Editor HARDWOOD RECORD: We buy considerable oak timbers in sizes 12x12, 10' to 32' long; 14x14, 16x16 and 12, 14 and 16' lengths. These we want to show strictly sound from all four sides and both ends, as we use them to resaw into various smaller sizes for vessel planking, repair to cars and numerous uses. We wonder if you could advise us of any members of your bureau who are in a position to get out timbers of this character—that is, timbers that will open up sound in the heart. We wonder if you could put us in touch with any concern that makes a specialty of this stock. It has been our experience that Virginia and Kentucky oak cuts up much better than oak which we sometimes get from the far South.

Clubs and Associations

Northern Hardwood and Hemlock Men to Meet

The spring meeting of the Northern Hemlock and Hardwood Manufacturers' Association will be held at the Hotel Pfister, Milwaukee, Friday, April 27, at which time two very interesting discussions will take place. One will be on economic conditions growing out of the war between the United States and Germany, and their effect on the lumber industry. The

discussion will include industrial reorganization incident to the war and taxation, as well as the withdrawal of men from the lumber service for government duty. The other important subject to be discussed will be the proposed changes in hardwood grading rules. The bureau of grades, of which George H. Chapman, of Stanley, is chairman, will meet on April 26, also at the Hotel Pfister in Milwaukee, to draw up recommendations to present to the meeting the day following. These proposed changes have already been approved by the rules committee of the National Hardwood Lumber Association, and will be further discussed at the meeting of the National Hardwood Association in Chicago in June. The rules were first presented to the Northern association at its meeting in Milwaukee last January, and are the same as those adopted by the Michigan Hardwood Association. Among the other subjects to be discussed at the Northern Hemlock and Hardwood association meeting are market conditions, the traffic situation, low input and cut and shipments. R. R. Goodman, Edward Hines and C. H. Worcester will lead in the general discussion and other topics will be assigned to half a dozen speakers.

Michigan Association Date

The Michigan Hardwood Manufacturers' Association will hold its spring meeting at Detroit on April 26 at Hotel Statler. The program to be carried out by this meeting has not yet been announced; but there will be plenty of work to do and an interesting session is anticipated.

Texas Hardwood Men Meet

On April 12 the Texas Hardwood Committee held its annual meeting in Galveston and worked out plans for another year's work in advertising and promoting the hardwoods of that state. They elected H. G. Bohlson, chairman, and the following companies became members: Blount-Decker Lumber Company, Alto; Sabine Tram Company, Beaumont; Boynton Lumber Company, White City; William Graydon, Grayburg. Monthly meetings will be held.

School for Lumber Inspectors

The Hardwood Manufacturers' Association of the United States held a school of instruction last week at the big lumber yards of Vansant-Kitchen Co., Ashland, Ky. Among those who were in attendance were F. R. Gadd, assistant to the president, and his corps of inspectors. President Burns of Huntington, W. Va., and other officials of the association were present also.

These schools are held once or twice each year for the purpose of instructing the inspectors how to inspect lumber uniformly. Inspectors were present from Kentucky, Ohio, West Virginia, Illinois and other points.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Cypress Meeting for May 16

The Southern Cypress Manufacturers' Association of New Orleans announces the annual meeting will be held at New Orleans—Grunewald Hotel—Wednesday, May 16. This according to the announcement is the first general meeting since the association was reorganized and incorporated.

Important Car Supply Conference

In accordance with a resolution adopted at the twenty-fifth annual convention of the National Wholesale Lumber Dealers' Association held in Pittsburgh, Pa., March 21 and 22, a special committee composed of W. H. Schuette, William Schuette & Co., Pittsburgh, Pa. (chairman); A. R. Turnbull, A. R. Rowland Lumber Company, Norfolk, Va.; A. L. Stone, Nicola, Stone & Myers Company, Cleveland, was appointed to confer with the Car Service Commission of the American Railway Association and with the Interstate Commerce Commission for the purpose of securing to the lumber industry its full share of tonnage movement. This committee in company with M. E. Preisch of the Haines Lumber Company, North Tonawanda, N. Y., and president of the National Wholesale Lumber Dealers' Association; F. R. Babcock of the Babcock Lumber Company, Pittsburgh, Pa.; L. Germain, Jr., of the Germain Company, Pittsburgh, Pa.; E. F. Perry, secretary of the National Wholesale Lumber Dealers' Association, and W. S. Phippen, traffic manager of the National Wholesale Lumber Dealers' Association, had a conference in Washington on April 6 with the Car Service Commission and with Examiner Dow, representing the Interstate Commerce Commission. During this conference facts were presented by the lumbermen covering actual conditions in the lumber industry brought about by car shortage and embargoes. It was shown that while orders are in excess of normal and that while carriers are doing an abnormal business, the mills are unable to ship more than forty per cent of their normal output; that these mills have accumulated large stocks which they are unable to ship owing to inability to get cars and difficulty in securing permits to ship into embargoed territory when cars are available. In a great many cases salesmen have been taken off the road and orders are being refused on account of these unsatisfactory transportation conditions.

The members of the Car Service Commission assured the lumbermen that they were doing everything possible to get equipment back to originating territories and that they would exert special efforts to see that more empties were sent into the lumber producing sections. One of the great difficulties is undoubtedly due to the fact that lumber operations are, of necessity, far removed from the consuming markets and are in many cases, located on small roads which do not own any equipment. A great deal of dissatisfaction is being expressed over the operation of the "Home Route Rule" adopted by the American Railway Association. Many shippers complain that while they have been clamoring for cars for loading, the carriers have refused, on account of this "Home Route Rule," to permit them to load empties which have been lying idle on sidings and have hauled these cars empty in the direction of the home route. While the Car Service Commission seems to be of the opinion that the "Home Route Rule" should work to the advantage of the lumber industry, this is open to argument.

As a result of this conference it is expected that there will be an improvement in the car supply and movement of lumber. The National Wholesale Lumber Dealers' Association will continue its efforts to see that the carriers give proper consideration to the lumber industry in the distribution of equipment and the movement of tonnage.

W. W. Schupner, department manager of the association, last week appeared before the Special Eastbound Lumber Conference Committee at Norfolk, for the purpose of investigating some complaints from association members as to alleged discrimination in the issuance of permits on lumber shipments to embargoed points which permits are issued by the Norfolk committee.

Memphis Club Meeting

During the regular semi-monthly meeting of the Lumbermen's Club of Memphis, held at the Colonial Country Club, near White Station, Saturday, April 14, a letter was read from Secretary F. F. Fish of the National Hardwood Lumber Association stating that it would be impossible for the president, secretary and the members of the executive committee of that organization to come to Memphis for the purpose of discussing various features of the inspection rules of that organization. Secretary Fish stated, however, that the executive committee would gladly entertain any specific complaints any member or members of the Lumbermen's Club might submit in writing regarding the rules of the association and that it would take proper action at the first meeting held after such complaints were received. This letter was written in response to the invitation recently extended by the club to the president, secretary and executive committee of the association to come to Memphis for a discussion of the application of the inspection rules of this organization.

A letter from the St. Louis Lumbermen's Club, asking that the Lumbermen's Club of Memphis co-operate with it in dealing with reconsigning privileges and demurrage rates, was referred to the river and rail committee, with authority to act.

Changes were made in the constitution and by laws giving lumbermen residing outside of Memphis the right to become either active or associate

members at will and substituting a house committee for three of the present standing committees, those on statistics, information and publicity. The question of electing new members through the executive committee instead of through balloting by the general membership was defeated by almost unanimous vote.

On motion of R. T. Cooper, Secretary Heuer was instructed to write a note to George D. Burgess expressing the sympathy of the members of the club over his illness and to send a basket of flowers to him as an expression of their regard for him.

One new application for active membership was filed, that of O. C. Ferguson, resident manager for the Kosse, Shoe & Schleyer Company, with headquarters at Cincinnati.

There were about seventy-five members and visitors present at this meeting, with Miss Florence Corrington, assistant secretary of the club, as the guest of honor. The handsome dining-room of the Colonial Country Club was beautifully decorated with cut flowers, while the luncheon was "tasty" in the extreme. President Ralph May occupied the chair.

Cincinnati Carriage Makers Meet

"The Value of Common Sense" was the title of a stirring address on patriotism delivered by Richard Crane at the dinner and installation of officers of the Cincinnati Carriage Makers' Club held at the Business Mens' Club last week. Mr. Crane scored the present day tendency toward socialism and materialism and strongly advised impressing on the youth love of country and respect of the laws. He urged undivided loyalty to America and the principals for which the United States is fighting for in the present world war.

The new officers installed were H. H. Nelson, president; Howard S. Cox, first vice-president; W. S. Rulison, second vice-president; W. J. R. Alexander, secretary; Emil H. Hess, treasurer; and E. M. Gailbriath, Harry McBride and Theodore Luth, board of governors.

Annual reports of the various committees were read and approved.

New Rates for Baltimore Inspection

The high cost of living appears to have struck the force of inspectors of the Baltimore Lumber Exchange, and they are reported to have made a demand for an advance in the rates for inspecting lumber, with the result that a special meeting of the exchange has been called for April 25 to act upon a proposed change in the bylaws, under which the charge for inspecting hardwoods would be increased to 60 cents per 1,000 feet. There is every expectation that the modification will be made. Under the proposed change everyone employing an exchange inspector shall pay the charges for inspection provided, failure to do so entailing a fine of \$100, payable on conviction, and the person guilty standing suspended from all privileges of the exchange until the fine is paid. An inspector convicted of inspecting lumber for anyone at less than the specified rates shall be deprived of his license to inspect lumber. Five cents per 1,000 feet of the charge for inspecting shall be paid to the treasurer of the exchange, and a separate account kept thereof, and from the fund so accruing shall be paid the expenses incurred by the inspection bureau. The position of chief inspector is created, and he shall have charge of all matters of inspection, subject to the orders of the inspection committee. The costs of inspection are to be divided equally between buyer and seller, except where other arrangements have been made between them.

Suggested Classification of Forest Products

The special transportation committee of the National Lumber Manufacturers' Association has submitted to the Interstate Commerce Commission for consideration under docket No. 8131 its suggestion for a classification of forest products. This is essentially the classification agreed upon at the meeting of the committees in Chicago on April 4.

The classification contains three lists. List No. 1 includes lumber and lumber products, embraces certain products of saw and planing mills and accessory products of lumber plants. Lumber rough or dressed no further advanced in manufacture than sawing, re-sawing, running through planing machine and cutting to length should, the report says, move uniformly at one rate throughout the United States whether shipped in straight or mixed carload lots.

List No. 2 includes millwork or other accessory lumber plant products. It embraces a list of articles unpainted, unpainted and unironed, comprising articles related to lumber which may properly take a higher rate.

List No. 3 contains miscellaneous forest products—articles which may be given special treatment, in some cases lower than lumber rates, but in no cases higher, such for instance as bark, bolts, sawdust, edgings, piles, etc.

The complete list can be secured by addressing the office of the association.

Southern Associations Adopt Patriotic Resolutions

The directors of the Gum Lumber Manufacturers' Association at a special meeting held in Memphis, April 21, authorized the president, H. B. Weiss, to appoint a committee to proffer to the United States Government the entire facilities of members of the association for the manufacture of military requirements. The directors also declared that the gum lumbermen were willing not only to put government orders ahead of any others received but also to accept them at minimum cost.

The directors also authorized President Weiss to appoint another committee to urge members of the association to co-operate in the campaign for the

(Continued on page 31)

FIGURED GUM



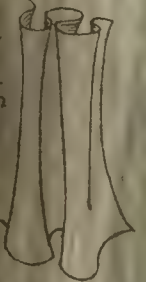
Our 16
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-We GUARANTEE
UNIFORM COLOR
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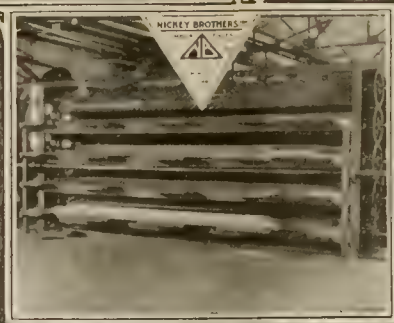
Section
of our
Warehouse

One of
many such
alleys



-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dryer



NICKEY BROTHERS INC
MEMPHIS

Rotary Gum Meeting at Memphis

Enthusiasm and Optimism Mark Gathering. Important Discussions on Costs, Inspection and Ethics

THE COMMERCIAL ROTARY GUM Association, which is affiliated with the Gum Lumber Manufacturers' Association, held an enthusiastic meeting at Memphis, Tenn., April 17. R. L. Jurden of Penrod, Jurden & McCowen, Inc., presided. The session began at 11 o'clock and continued until 4:30 p. m., with only sufficient interruption to allow for luncheon. The attendance was unusually large in proportion to the total membership. Several important steps were taken in the interest of the industry which this organization represents. Those who were on the program did their part with enthusiasm and the meeting proved anything but a cut and dried affair. In fact, the most impressive feature of the sessions was the spirit of helpfulness and practicalness displayed by all who participated in the discussions, and E. H. Defebaugh of Hardwood Record, expressed regret that all the members were not present to participate in the discussions and to receive the benefits thereof.

In the discussion of trade reports it was made clear that there is an exceptional demand for gum veneers from every direction and that prices, on account of this unusual demand and on account of the advance in the price of logs, machinery, labor and every other item entering into the cost of manufacture, are tending toward a higher level. It was also emphasized that there is a pronounced shortage of logs for use of the veneer manufacturers and that this condition also made for an exceptionally strong market. But the point was clearly brought out during the discussions that, high as prices are, veneers, everything considered, are selling for less than they have been selling for heretofore. In fact, some members declared it impossible to advance prices fast enough to keep veneers in line with the advancing tendency in everything entering into the cost thereof but there is no doubt, after listening to the discussions on this point, that the veneer manufacturers are determined to do their best in this direction.

One of the most fruitful topics of discussion during the day centered around the formulation of a uniform system of cost accounting. H. J. Ingram read a paper which was scheduled on the program as the "Report of the Cost Committee" and this was regarded as so interesting and so

full of valuable information that it was ordered printed in pamphlet form and distributed to the members, including those who did not attend. It was agreed by those present that it was quite difficult to formulate a system of cost accounting that would be satisfactory to all concerned but, on motion of Mr. Ingram, the chairman was authorized to appoint a committee of three to formulate a uniform system of cost accounting. Up to this time this committee has not been named but this will doubtless receive the early attention of Mr. Jurden. The belief was expressed that a uniform system would lead to greater

uniformity of prices and that it would, at the same time, prove an important factor in enabling the veneer manufacturers to secure a profit on their operations. It was shown that, so far, the best system developed is that of figuring the cost per hour of operating each lathe but it was recognized that, in working on the various thicknesses, there was considerable difficulty in ascertaining this cost per lathe on a scientific and trustworthy basis. The statement of G. W. Sparks, that he was drying veneers as cheaply as they could be dried, brought out lively debate on this point, with the ultimate decision that, however cheaply any member may be handling any process, there is always a cheaper method of doing it and that it was up to the members to get down to the lowest basis possible in each process.

W. E. Tuxford, Byram Veneer & Lumber Company, Byram, Miss., led the discussion on "Inspection Rules" and handled these largely from the standpoint of showing that, in some important respects, they did not protect the interests of the veneer manufacturers. He thought that, in following these rules in some particulars, there was entirely too much waste encountered by the manufacturers, and further, that the rules were not quite specific enough to show just what was meant. He particularly objected to the selling of wide panel stock and the matching of the narrower stock forming part of the order. He did not believe that the veneer manufacturer should do anything but manufacture veneers and that he should not, under any circumstances, attempt to do the work of the cabinet maker. He advocated selling ten inches and up and getting everything out of the log there was in it. B. W. Lord heartily endorsed this suggestion and said



R. L. JURDEN, MEMPHIS, PRESIDENT
COMMERCIAL ROTARY GUM ASSOCIATION

that he proposed to follow it to the largest possible extent in the future. Mr. Lord asserted that he did not believe that a single manufacturer of veneers realized what his logs were worth or how much waste he was encountering in selling wide stock and matching up the other widths. Mr. Tuxford said that he had received a complaint about a price being \$2 out of line on stock of a certain width and that he had explained the premium demanded on the basis of the fact that the following of the directions of this particular buyer entailed a heavy percentage of loss in his logs. He said that, after this explanation, the buyer was willing to take stock ten inches and up and that he, in turn, was able to sell it much cheaper and at the same time make a larger profit. Other members joined in the discussion and in the end it was decided that the inspection rules committee should revise the inspection rules and submit them to the members for approval.

B. W. Lord, chairman of the committee on "trade ethics," was instructed to formulate a code of ethics and this is likewise to be submitted to the members by mail for their approval. As soon as these reports, that of the inspection rules committee and that of the trade ethics committee, are approved by the members, they will be gotten out in printed form for distribution. It is anticipated that both reports will be issued from the press within the next two or three weeks.

In connection with sales reports, which were the subject of general discussion, members were urged to send in their reports of sales promptly to Mr. Pritchard and they were also urged to be as specific as possible about grades, thickness and other features in order that the reports might have as much value as possible. It was emphasized that at this particular time, when prices are subject to such quick changes, it was desirable that all sales reports be both prompt and specific.

J. M. Pritchard delivered a brief talk on the value of statistics as a guide in establishing prices, while G. W. Sparks of the Des Arc Veneer Company, Des Arc, Ark., spoke briefly on "Differential Values Dimension Orders of Selected Red Gum," saying that experience had proven that values on this class of stock should be from two and one-half to three times as high as on logrun stock.

E. H. Defebaugh of Hardwood Record spoke earnestly in behalf of affiliation of members of the Commercial Rotary Gum Association with the National Veneer & Panel Association. He said that the local association was doing excellent work and had shown itself capable of handling local problems to the satisfaction of its members. He pointed out, however, that there were numerous problems of national scope arising in connection with the veneer and panel industry and that these could be handled successfully only through a national organization. He believed that affiliation of the members of the Commercial Rotary Gum Association with the national association would mean dividends in the hands of the former and material aid to the latter.

It was decided that the next quarterly meeting would be held June 5 instead of the third Tuesday in July to avoid the heat of the summer and to take care of the pressing problems that are arising in connection with the present abnormal condition and position of the veneer market.

Six new members were reported as follows: Bailes & Dowdy Veneer Company, Longview, Tex.; Macon Veneer Company, Macon, Ga.; Akron Veneer Company, Akron, Ala.; McGehee Veneer & Lumber Company, Tuscaloosa, Ala.; Lumberton Manufacturing Company, Lumberton, Miss., and White Veneer & Manufacturing Company, Moss Point, Miss. In connection with this report, President Jurden suggested that there were a number of other firms eligible to membership and urged that each member constitute himself a committee of one to bring in as many as possible of these companies, some of whom were anxious to secure the benefits of the sales reports compiled by the association weekly through the offices of Assistant Secretary Pritchard.

Those present at this meeting were:

Sam Thompson and S. B. Anderson, Anderson-Tully Company, Memphis; W. E. Tuxford, Byram Veneer & Lumber Company, Byram, Miss.; B. W. Lord, Chicago Veneer Company, Danville, Ky., and Clarendon, Ark.; G. W. Sparks, Des Arc Veneer Company, Des Arc, Ark.; D. L. Kimberley, Mississippi Veneer & Lumber Company, Neenah, Wis.; W. B. Morgan, Morgan Veneer Company, Pine Bluff, Ark.; R. L. Jurden, Penrod, Jurden & McCowan, Inc., Memphis, Tenn.; R. C. Stimson, Stimson Veneer & Lumber Company; H. J. Ingram, Stout Lumber Company, Thornton, Ark.; A. M. McGehee, McGehee Veneer & Lumber Company, S. M. Bush, Southwestern Veneer Company, Cotton Plant, Ark.; Mr. Williams, Lumberton Manufacturing Company, Lumberton, Miss., and H. Vandusen, Van Veneer Company, Helena, Ark.

When, after a period of time, the face veneer on panels, furniture or other cabinet work comes loose, it is usually a case of starved glue joint. Occasionally there are direct and immediate causes, such as too much moisture getting into the work and loosening the joints, and sometimes it may be due to using wood that is not thoroughly dry; but in most cases a careful analysis will show that there is not enough glue in the joint.

The answer to that ought to be plain and easy. There was not enough glue there in the first place. Maybe there was enough to hold it for awhile, but the holding qualities were weak. The wood body may have been porous, and in course of time took up more glue than it should. Or the glue may not have been thick enough, and after the moisture all dried out it was weak and frail.

No matter what the cause, starved joints show lack of glue in the first place, and so long as so many failures in veneered work can be traced to starved joints, there is good doctrine in the argument that it is cheaper in the end to use more glue, even if it does make the cost a little higher.

An inexperienced millman is usually safe in purchasing his machinery from the best manufacturers. Sometimes he pays a little more than the purchase price of similar machines of other makes, but there is always a good reason for this. The reason may be apparent later on in the capacity of the machine, the quality of the work it does, the cost of maintenance, or in the repair bill. No manufacturer can live on and do a successful business from year to year if he charges an unreasonable price for his machines.



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

The Matched-Up Veneer Business

A Specialty Which Developed During Vogue of Circassian—Has It a Future?



SUBJECT on which there is a lot of disagreement among veneer men is whether or not the sale of veneers matched up, taped and ready to lay will ever develop sufficiently to be regarded as a permanent factor in the trade. At present it can be considered only as an interesting specialty, which is featured by a few houses, but is let severely alone by everybody else.

Obviously, the matched-up veneer trade is a development of dimension veneer business, and the latter is something that the average veneer man has always steered away from very carefully. Cutting veneers to dimension is all right in theory, but does not seem attractive in practice because there are so few consumers who are willing to pay the price which is necessary to cover waste, labor and other costs involved in manufacturing dimension stock.

The man who is cutting veneers to size, of course, is then in a position to carry the process a few steps further, and to match them up and furnish them to the customer ready to glue. This seems to be a service which the user would appreciate, especially if the veneer man were in a position, on account of his knowledge of woods and his volume of business, to employ experts for matching whose work would be superior to that done in the ordinary factory by hands that do not handle enough veneers to do exceptional work.

But these theories are knocked in the head by a number of practical objections; at any rate, they are sufficient to have prevented most of the veneer men from attempting to emulate the example of a few houses in supplying a demand for matched-up stock. True, there is a demand of this kind, though it is limited. If it were a universal and overwhelming call, the veneer houses might be compelled to provide the service, and to furnish stock in the form designated by their customers. That the bulk of buyers and sellers of veneers have not taken hold of the idea of having the veneer man do the matching seems to show that there is no necessity for introducing this wrinkle.

In fact, there was more of this sort of thing done a few years ago, when Circassian walnut was in vogue, than there is now. Then it was a question of making the most of material which was likely to be defective. Selling Circassian matched up and ready to lay gave the veneer man a chance to put his material in the best of condition, to handle it so as to eliminate defects as far as possible, and to patch up the veneers where this was necessary. It was a practical device that served a definite purpose, and after Circassian was knocked out for the time being by the war, concerns which had been willing

to supply their veneers in this form discontinued the practice.

When the war is over and Circassian comes back—and this, of course, introduces another debatable question—it may again be good policy to feature this idea. On the other hand, most veneer users know that Circassian is a defective wood, and that it has to be handled carefully to get proper results. They may prefer to "let George do it," however, and have the veneer man take the trouble and assume the risk involved in putting the Circassian stock together. Certainly there seems to be more room for this feature, as a matter of service to the user, than there is under ordinary conditions.

One reason, in the opinion of many fancy veneer men, why matching up will never get very far is that the small users of built-up panels are likely to buy their material already glued-up, while the big ones prefer to handle the veneers themselves, in order to introduce the note of individuality and distinction which they desire. It is, of course, true that matching is the most important feature of all in bringing out the beauty of the wood, and in giving character to the finished panel. The wood which is not effectively matched up will not show off well in the finished piece, while a clever handler of veneers can make the most of the opportunities in matching the stock and get a brilliant result from the same wood.

Since this is true, big buyers, who are using a lot of figured stock, can afford to have experts in this department of their plants, and to devote attention to getting the best results. And best, in this respect, includes individuality as well as beauty. The work turned out by a concern matching and taping veneers for a large number of users would in all probability have certain characteristics, which would indicate its origin. Those who are looking for the distinctive, and who are selling their goods on the strength of this kind of appearance, prefer to do the matching themselves, believing that they can bring out the features for which they are striving better than anybody else.

Again, work of this kind, involving, as indicated, not merely furnishing dimension stock, but likewise high-priced labor into the bargain, must necessarily carry a high price, compared with the cost of the same veneers sold without reference to size, as they came from the saw or slicer. And the experience of most members of the trade is that consumers cannot see the reason for increases of this kind. No matter how thoroughly justified they may be, the consumer hesitates to pay what is asked. This means that the profit to be made in furnishing service of this character is limited, and that the game, from this standpoint, is hardly worth the candle.

WALNUT

You buy shoes from a shoe store because it specializes in shoes. By the same reasoning you should buy walnut where walnut is the exclusive product; where concentration on one wood has made possible specialized study of every point of manufacture and handling. If you would understand the methods which have made our walnut accepted as standard, you are cordially invited "to see it done" at our plant



This Plant produced Seventeen Million Feet of American Black Walnut last year—but will go much beyond that this year.

Pickrel Walnut Co.

ST. LOUIS, MO.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

MAHOGANY LUMBER

About ten carloads 1" No. 1 Com.,
also other thicknesses and grades of

MEXICAN & HONDURAS

MAHOGANY

dry enough to put in a kiln
with safety.

If at any time we can
serve you better by
telegraphing kindly
wire at our expense.

We are carrying a nice stock of
SAWED VENEER, 1/8", 3/16"
and 1/4" Mexican; also several
MILLION feet of SLICED
1/24" and 1/28" Mahogany, and
AMERICAN WALNUT veneer
ranging from plain to highly
figured. May we send samples
to you?

HUDDLESTON-MARSH MAHOGANY COMPANY

2254 Lumber Street
CHICAGO

33 West 42nd Street
NEW YORK CITY

It is the business of the veneer man to make veneers, but it has not been considered his business to show how they should be laid. As a matter of selling effort, the veneer man often suggests the possibilities of his stock, or shows it matched up; but he does not, as a rule, attempt to set himself up as an authority on this feature. On the contrary, this is one of the things which the panel manufacturer devotes his attention to, and on the basis of which he sells his product to the consumer of glued-up work. This raises the question as to whether it is good policy for the veneer man to take away, in effect, the special field of the panel man, his customer, by attempting to perform a service which the latter is in a position to render, and which he has devoted himself to.

The best customer of the veneer concern which is selling its product matched up and ready for the glue-room is, presumably, the consumer who does not regard himself or his organization as sufficiently expert to attend to this feature. Some of those who oppose the entry of the veneer man into this department of work insist that this is catering to ignorance, and that the trade should not proceed on the basis that its customers are not equipped to handle the material properly. Yet it seems that since new users are coming into the field all the time, some of them necessarily inept when it comes to matching veneers, there should be some means by which they may get satisfactory results. Whether this should be established by the veneer man or by the panel man exclusively is the question.

"Matching veneers is not a part of the veneer business," said an experienced member of the trade, in discussing this feature recently. "There is occasional demand for service of this kind, but we have never attempted to supply it. Not even in the days when many veneer concerns selling figured woods furnished Circassian walnut ready to lay did we undertake to do this, but we have always stuck to our knitting, figuring that we have enough to do in producing the right kind of stock without getting out of our field by matching up the material.

"If this plan were generally adopted, it would revolutionize the trade, but I do not believe that it will ever come about. The larger users of veneers have their own ideas about how fancy woods should be matched up, and would hardly come over to the plan of having this done for them in the plant of the seller. In fact, if they were content to have the matching done outside, they would probably buy their veneers in panel form, and thus save the trouble of operating a glue-room. But because they want to get individuality into their products, they attend to this work themselves, and many of them have men who are capable and artistic, and who get splendid results from their figured veneers.

"The biggest difficulty in the way of bringing a plan like this into general use, as I see it, is that the consumer would not pay the price. He realizes that if he buys veneers in this form, he must pay the cost of cutting to

dimension and the labor involved in matching and taping. He knows that the manufacturer must make a profit on these operations, if he is to attend to them, and because he objects to paying somebody else a profit if he can avoid it, he will do this work himself and thus rule out the middleman.

"Cutting veneers, especially figured veneers, to dimension is not a game that appeals to me, because the waste is too hard to figure into the selling price. If the business were established on a dimension basis, and consumers were educated to pay the high prices which are necessary, the thing would be simplified."

Some veneer men appear to feel that offering to furnish veneers in the form suggested is a type of "unfair competition" from concerns which are working along this line, since, in their view, it is undertaking to do something which falls entirely outside of the scope of a veneer business. Others assume that it offers too many opportunities for price-cutting under cover, though they do not insist that those using the plan are necessarily doing so as a means of artistically shading quotations on their veneers.

The proposition has many angles, and, as suggested, is one with possibilities. Whether it would benefit the trade to have these possibilities developed is the question on which opinion is definitely divided.

G. D. C., Jr.

Light On Veneer

Broadly speaking, veneer is best preserved in a dark storage room protected from the sun. It is in this respect similar in its requirements to sash and doors and other woodwork in the white which to be kept fresh must be protected from the light, and preferably should also be protected from dust and dirt. A few woods are improved in their coloring by being exposed to the light, but they are exceptions rather than the rule. And generally speaking, either veneers or panels keep better and remain fresher and brighter if stored in dark places.

A dark storage place may mean either a tightly enclosed warehouse, a basement or a corner in the factory. Many prefer basement storage, and this is good, too, provided it is not damp. Damp basements are naturally bad. If, however, the basements are comparatively free from dampness and the veneer is kept up off the concrete floor it will keep better in the cool dark of the basement than in storage rooms above ground and will remain in a more normal condition as to moisture. This is simply a thought in passing, the main thought for consideration right now is the subject of light. Veneer and panels should be protected from light when stored.

On the other hand, light is desirable for selecting and inspecting the veneer, because it is difficult to see the minor defects and to comprehend the texture and figure properly without a very strong light. So the grading of veneer and the selecting of veneer for use call for conditions contrasting with that required for storing.

Fortunately in this age we have splendid electric lighting systems which can be installed in basements and dark stock rooms. No electric light is as good as the outside daylight, but by looking properly after the electric lighting system one may get light enough even in the darkest storage rooms to select veneer for use. The best time to inspect veneer is before it goes into dark storage.

Those who let pessimism become too much of a habit will miss some fine opportunities to do good for themselves, and lose some trade to the cheerful persistent hustlers.

veneers and panels

HICKORY
PEACH OAK
BROWN ASH
GREY BLM
MAPLE
HAYSWOOD

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.

THERE'S A REASON —

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.

"He profits most who serves best"

Quartered Oak
VENEERS

Varnishing by Immersion

A New Method Has Successfully Been Put in Use

VARNISHING BY IMMERSION is one of the latest developments to secure the attention of piano and cabinet makers. This new style of varnishing is in vogue in a number of automobile manufacturing and in but one or two piano or cabinet plants, and it has been applied to the latter industry with complete success.

The advantages of this process is due to the quality of the work and to the great saving of time—one man can do the work of about five or ten working by hand.

By means of some hydraulic immersion system this method can be and has been applied to pianos, and it is stated that this insures an absolutely even distribution of varnish, no part of the piano case being neglected. The apparatus consists of a steel tank for the varnish, with an adjustable cover which can be raised or locked when the apparatus is not in use, an hydraulic lift for raising the work slowly out of the varnish, a small horse power pump, operated either by steam pressure or compressed air.

The principal investment for the piano manufacturer lies in the carriers or racks for holding the separate pieces to be dipped, and these carriers may be adjusted so as to save the labor of handling. Carriers holding sides require some twenty to twenty-five minutes' immersion, the length of the immersion determines the heaviness of the coat. It is desirable to have a sufficient number of carriers to hold all the work until the varnish is sufficiently dry for rubbing, and these are sometimes made by the staffs of factories at low cost. It is stated also that very little additional varnish is required by this method.

Thus by this process with carriers containing six complete pianos the factory is enabled to turn out 108 pianos with one coating during a nine-hour working day, while smaller or larger arrangements can be made according to the size of the output. This same means can be applied for use in the cabinet factory and where large-sized veneers are frequently used.

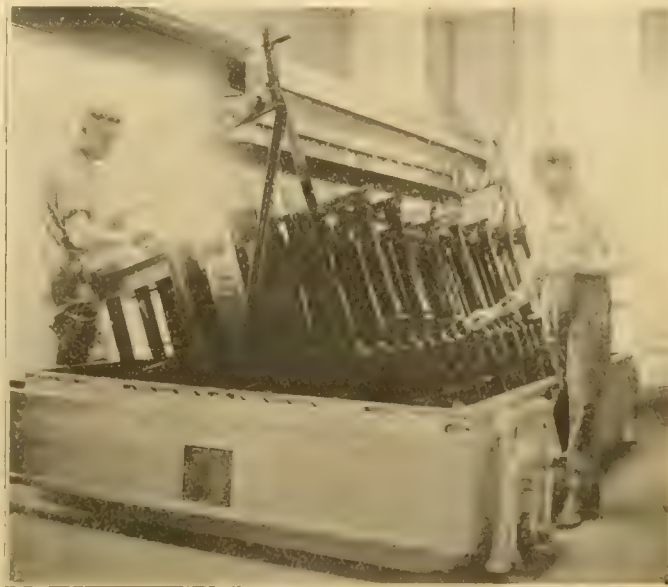
It affords an opportunity on the part of those prepared to lay down the necessary plant—apparently no very serious matter—of getting the varnishing done in a wholesale and rapid way hitherto impossible, and of

effecting an appreciable saving in cost. Once the carriers have been obtained and the speed of the raising and lowering apparatus has been set—this of course varies with the kind of work—the operation becomes mechanical, the manipulation of the carriers in and out of the tank takes up only a part of the attention of the man in charge, who is free to superintend or to assist in the fixing of the parts on the frames preparatory to their being dipped.

As will be seen by the illustration, the pianoforte cases

are fixed on the carrier in as compact a manner as possible; this, perhaps, is the most exacting part of the process, the dipping of the whole into the varnish tank being a simple matter.

The Packard Piano Company, Fort Wayne, Ind., found that up to two years ago submersion of cases in varnish was not practical. When it learned of a new submerging device that has been perfected, it immediately adopted this system. This varnish bath is located in a specially built, dust-proof room. The parts of the case are fastened in frames and the submersion is complete. There are several



MACHINE FOR DIPPING PARTS IN VARNISH USED BY PIANO AND AUTOMOBILE MANUFACTURERS

varnish baths before this process is finished, the cases drying between each submersion. The result is freedom from dust that the old racking method carried with it—a perfectly even varnish distribution that no older system attained. Stain, filling, and varnish are handled expertly, the kind of expertness that only men, material, facilities and principles, acting in harmony, can exercise.

An individual of the Packard Piano Company, who is the head of the finishing department, when asked what part of the piano was most important, said: "Tone is most important, but finish sells most of them."

A. H. Koble.

The Inman Veneer and Panel Company of Louisville, Ky., recently incorporated with a capital stock of \$200,000, is getting along nicely with its new plant on Broadway, and has placed contracts with the United Equipment Company for machinery totalling \$15,550.

The average millman does not feel inclined to buy new machinery and enlarge his plant investment when business is dull, but just the same that is the right time to overhaul, make improvements and prepare for the busy times to come.

(Continued from page 21)

production of larger foodstuff crops in the South and this committee, it is stated, will take up its duties at once.

Secretary Pritchard, too, was instructed to write to Tennessee congressmen and senators suggesting that it would be advisable to enact legislation compelling able bodied men who refuse to work to fight in the army and making it possible for colleges throughout the country to be closed in order that the men therein might be available either for the army or for useful work in the gathering of the harvests which are close at hand.

It was decided that the semi-annual meeting which has been held in Memphis ever since the organization was formed should be dispensed with this year.

The directors decided that the Gum Lumber Manufacturers' Association should become a member of the National Lumber Manufacturers' Association and to donate \$1,000 to the fund being raised by American lumbermen to defray part of the expenses of the federal trade commission which will investigate lumber trade conditions in the European field for the benefit of American lumber interests who are engaged in exporting lumber.

Although the association has grown far more rapidly than its most enthusiastic charter members anticipated, a plan designed to greatly increase the membership in the Southeast is to be undertaken, and, to this end, a meeting, scheduled for a convenient point in the southeastern territory, will be arranged later.

The executive committee of the American Oak Manufacturers' Association held a meeting in Memphis April 21 and placed that organization squarely on record behind the United States Government in the efforts of the latter to greatly increase the foodstuff production of the country and to consolidate all of its resources with a view to bringing about a successful ending of the war with Germany. President Lang, following the reading of an urgent message from Secretary Redfield of the Department of Commerce appointed the following committee to assist in the foodstuff campaign:

S. M. Nickey, Green River Lumber Company, Memphis; John W. McClure, Belgrade Lumber Company, Memphis; A. C. Lang, Paepcke-Leicht Lumber Company, Blytheville, Ark.; W. B. Burke, Lamb-Fish Lumber Company, Charleston, Miss., and J. T. Kendall, secretary of the association, Memphis.

Reports were submitted by the various committees showing the progress of their work. Particular interest attaches to that on membership. This shows that, beginning in November with thirty-seven charter members, the roll has now been increased until the roster shows eighty-seven firms. It is proposed to keep up the active campaign for new members, however, until practically every firm identified with the manufacture of oak is enrolled.

Trend of Southern Hardwood Prices

The latest general bulletin of the Hardwood Manufacturers' Association of the United States dated April 16 gives indications of very strong markets in hardwoods. The bulletin says that inquiries continue brisk with no complaint at prices. It says there is an acute shortage of timber at many southern mills and continued extreme difficulty in getting cars to ship out lumber.

In speaking of oak, it says that there has been a large decrease in stock in the last thirty days with rapid and consistent advances in prices. Flooring prices have recently been raised on account of increasing lumber cost.

The following are the market prices on oak based on manufacturers' rules as they were deducted from actual sales reported at the Manufacturers' office up to April 16:

F. O. B. CARS CINCINNATI, O.

Grades	5/8"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"	3"	4"
Quartered White Oak									
FAS	\$66	\$75	\$82	\$85	\$85	\$88			
Selects	54	60	65	70	70	72			
No. 1 Common and Selects	42	44	53	56	56	58			
No. 1 Common	40	42	51	54	54	56			
No. 2 Common	26	28	33	35	35	37			
Sound Wormy			33	35	35	37			
C. F. Strips 2 1/2-5 1/2"			61	65	65				
No. 1 Common Strips 2 1/2-5 1/2"			37						
Quartered Red Oak									
FAS			70	74	74	77			
Selects			52	57	57	59			
No. 1 Common and Selects			42	47	47	49			
No. 1 Common			40	45	45	47			
No. 2 Common			30						
Plain Oak									
FAS White	46	52	60	63	63	65	72	74	76
FAS Red	47	53	61	64	64	66	72	74	76
Selects White and Red	37	41	49	52	52	54	58	59	62
No. 1 Common and Selects White and Red	30	32	39	42	42	43	48	49	52
No. 1 Common White and Red	29	31	38	41	41	42	45	47	49
No. 2 Common White and Red	21	23	28	31	31	33	35	37	39
No. 3 Common White and Red			16	18	18	20			
No. 4 Common White and Red			13	15	15	17			
Sound Wormy White and Red			28	32	32	34			
C. F. Strips 2 1/2-5 1/2" White and Red			49	51	51				
No. 1 Common Strips White and Red			33						

F. O. B. CARS CAIRO, ILL.

Grades	5/8"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"	3"	4"
Quartered White Oak									
FAS	\$63	\$72	\$79	\$82	\$82	\$85			
Selects	51	57	62	65	65	67			
No. 1 Common and Selects	39	41	49	52	52	54			
No. 1 Common	37	39	47	50	50	52			
No. 2 Common	23	25	29	32	32	34			
Sound Wormy			29	32	32	34			
C. F. Strips 2 1/2-5 1/2"			51	56	56				
No. 1 Common Strips			29						

F. O. B. CARS CAIRO, ILL.

Grades	5/8"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"	3"	4"
Quartered Red Oak									
FAS			66	70	70	73			
Selects			50	54	54	56			
No. 1 Common and Selects			40	44	44	46			
No. 1 Common			38	42	42	44			
No. 2 Common			27						
Plain Oak									
FAS White	42	47	55	60	60	64	67	70	74
FAS Red	42	47	57	59	61	63	65	68	70
Selects White and Red	32	37	45	48	48	51	56	59	62
No. 1 Common and Selects white and Red	25	28	35	38	38	41	46	49	52
No. 1 Common White and Red	22	27	34	37	37	40	45	47	49
No. 2 Common White and Red	18	21	26	28	28	31	35	37	39
No. 3 Common White and Red			16	17	17	20			
No. 4 Common White and Red			11	13	13	17			
Sound Wormy White and Red			23	27	27	29			
C. F. Strips 2 1/2-5 1/2" White and Red			43						
No. 1 Common Strips 2 1/2-5 1/2" White and Red			29						

POPLAR

The bulletin comments on the continued evidence of growing demand for poplar in all thicknesses and grades. The bulletin says that with such information as came in on poplar, the market prices at the date of the bulletins F. O. B. Ohio river as follows:

4/4 No. 1 and Panel	18-23"	\$76	5/4 and 6/4 Clear Saps	
	24-27"	85	5" and up	\$50
5/4 and 6/4 No. 1 and Panel	18-23"	79	4/4 No. 1 Common	38
8/4 No. 1 and Panel	18-23"	83	5/4 and 6/4 No. 1 Common	40
4/4 Box Boards	13-17"	64	8/4 No. 1 Common	42
4 1 FAS	7-17"	60	4/4 No. 2 Common	28
5/4 and 6/4 FAS	7-17"	65	5/4 and 6/4 No. 2 Common	31
8/4 FAS	7-17"	67	4/4 No. 2 Common	32
4/4 Clear Saps	7-9"	48	4 1 No. 3 Common	23

CHESTNUT

On chestnut the comment is extremely favorable, showing advancing prices and very short stock, sound wormy being especially scarce. The following figures are quoted, F. O. B. Ohio river:

4/4 FAS	\$53.00	4/4 Sound Wormy	26.00
5/4 & 6/4 FAS	58.00	5/4 & 6/4 Sound Wormy	28.00
8/4 FAS	60.00	8/4 Sound Wormy	29.00
4/4 No. 1 Common	37.00	4/4 No. 3 Common	19.00
5/4 & 6/4 No. 1 Common	40.00	5/4 & 6/4 No. 3 Common	21.00
8/4 No. 1 Common	42.00	8/4 No. 3 Common	22.00

ASH

On ash there is reported increasing prices with the entire probability that they will go considerably farther. The following figures are shown on this wood, F. O. B. Cairo:

4/4 FAS	\$49.00	8/4 No. 1 Common	\$42.00
5/4 FAS	54.00	4/4 No. 2 Common	29.00
6/4 FAS	57.00	5/4 No. 2 Common	23.00
8/4 FAS	61.00	6/4 No. 2 Common	25.00
4/4 No. 1 Common	31.00	8/4 No. 2 Common	29.00
5/4 No. 1 Common	35.00	4/4 No. 3 Common	14.00
6/4 No. 1 Common	37.00		

COTTONWOOD

While stock in all grades of cottonwood is at a premium and the market continues to show strength, present prices are higher on practically every grade than ever known in the history of cottonwood. It is stated that cottonwood boxboards 13" to 17" sold for \$65 on Chicago basis the week prior to the date of the bulletin.

With the Trade

Lumber Firms Answer Call of Patriotism

Lumber interests are showing marked activity in connection with the government appeal for larger foodstuff crops. The Lamb-Fish Lumber Company at Charleston has announced that all of its land in cultivation, 2200 acres, will be seeded to foodstuff crops this season to the entire exclusion of cotton, while George C. Brown & Co., Proctor, Ark., have instructed all of their tenants that they must plant at least one-third of all the land they cultivate to corn and other foodstuff crops. The Belgrade Lumber Company, to encourage corn raising on its plantation near Isola, Miss., has guaranteed its tenants that it will pay them \$1 per bushel for all the corn raised by them and that it will, if the market is above that price this fall, allow them to sell for whatever they are able to obtain. The Anderson-Tully Company is heartily in favor of the foodstuff propaganda and may be counted on to do its share. Other lumber firms here have shown a strong disposition to support the government in this movement and present indications are that large areas belonging to lumber interests will be seeded to foodstuff crops at the expense of cotton acreage.

Saws Eucalyptus

The Landreth Lumber Company, located at Escondido, Cal., reports that its mill began sawing on April 10. It is expected that the mill will be supplied with logs to keep it sawing steadily. The mill has been built on the Landreth ranch, is equipped with ample power and a six-foot Hoosier band mill. The company contemplates manufacturing eucalyptus planks,

brackets, steps for electric power lines and for telephone lines, tool handles, wooden toys and novelties, tree nails for shipbuilding, small dimension lumber for many purposes where hardwood is needed.

George D. Burgess

George D. Burgess, junior partner in Russe & Burgess, Inc., Memphis and London, and president of the National Lumber Exporters' Association, died at his residence on Poplar avenue, Memphis, Tenn., Friday morning, April 20, after a lingering illness. He was taken ill in a New York hotel several months ago, was removed to the home of his wife's sister in Baltimore as soon as he could stand the travel and some time later was brought to Memphis. He was able to go out to the offices of his firm once or twice after reaching Memphis but he suffered a relapse several weeks ago and since that time little hope of his recovery has been entertained by his friends.

Mr. Burgess was one of the prominent members of the lumber fraternity in Memphis and was well known throughout this country and in many of the lumber centres of Europe where he spent much of his time each year prior to the outbreak of the European war. Some idea of his wide affiliations and his acknowledged ability may be gained from the fact that, besides being president of the National Lumber Exporters' Association at the time of his death, he had served as president of the Lumbermen's Club of Memphis, president of the Southern Hardwood Traffic Association, Memphis, treasurer of the National Hardwood Lumber Association and trustee of the National Wholesale Lumber Dealer's Association. Mr. Burgess was also a member of the Memphis Country Club and the Tennessee Club.

He was fifty-five years old and is survived by his wife, one son, John Early Burgess, and a sister, Mrs. F. W. Douglas of Indianapolis.

Mr. Burgess was born in Indianapolis in 1862, entered the lumber field when a comparatively young man and formed a partnership with W. H. Russe before the old firm of Russe & Burgess removed to Memphis in 1898.

Funeral services were conducted Sunday afternoon at St. Mary's Cathedral and private burial in Forest Hill cemetery followed. In the list of honorary pallbearers, besides those prominent in other lines of business, were a number of lumbermen who were close friends of the deceased and also representatives of every lumber organization having headquarters in Memphis.

The firm of Russe & Burgess (Inc.) ranks in the lead in hardwood exporting circles, although the big operations in the South have of course felt the pressure of exporting bans with the rest.

The Pritchard & Wheeler Lumber Company Formed

The Pritchard & Wheeler Lumber Company has been formed at Memphis, Tenn., with a capital stock of \$300,000, all paid in, and has made application for a charter. The incorporators are: William Pritchard and C. L. Wheeler of J. W. Wheeler & Co., Memphis and Madison, Ark., Chas. G. Kadel, formerly principal owner of the Riel-Kadel Lumber Company, and J. M. Clements and M. S. McGehee of Memphis. As soon as the charter has been issued organization will be perfected.

The company has purchased 27,000 acres of hardwood timberland in Louisiana. Of this amount 15,000 acres are located near Wisner, La., while the remaining 12,000 are located near Bruin Lake, La. It is the intention of the company to begin immediate development of this timber and to this end a sawmill, with 75,000 feet capacity, will be established at once at Wisner. The machinery has already been purchased for this plant and will be shipped within the next few days. The plant will be equipped with a re-saw and will have adequate dry-kiln facilities.

As soon as the mill has been completed at Wisner, the company announces that it will proceed with the erection of a second mill, of similar capacity and equipment, at Bruin Lake. It is proposed to establish a veneer plant at Wisner or Bruin but definite decision as to the exact location has not yet been made. It is estimated that twenty miles of standard gauge railroad will have to be built to facilitate the development of the timber in question.

The timber consists of southern hardwoods of practically all kinds and, as one of the members of the company said, the development of the property is a "straight southern hardwood proposition."

Headquarters will be maintained in Memphis, at least for the present, though Mr. Kadel will go to Wisner to look after the installation of the mill and also after the operation of the plant.

The formation of the new company will not interfere in the least with the operations of J. W. Wheeler & Co., who have offices in Memphis and a big band mill at Madison, Ark. The Riel-Kadel Lumber Company, too, will be continued in operation but it will be under new management.

Shipbuilding Preparations

The proposed plan of the United States government to build not less than 1,000 wooden steamers of uniform size as a means of gaining on the destruction caused by the German submarines and providing tonnage adequate for the shipment of supplies to the allies, has brought out a project by the Baltimore Dry Docks and Shipbuilding Company, Baltimore, which is engaged in the construction of steel vessels at Locust Point, to establish a yard on the other side of the peninsula, in what is known as the Spring Garden district, for the building of wooden craft in accordance with the scheme referred to. It is planned to expend about \$3,500,000 on the plant, and the estimated capacity is eight ships a year. A force of about 2,000 skilled men would be employed. The plant proper would cost \$2,000,000, with a floating dry dock, and other improvements calling for an additional outlay of \$1,500,000.

In this connection it is stated that a decidedly active inquiry for oak has developed here of late, the supposition being that these inquiries are prompted by the proposed ship construction. A decided preference is being shown for West Virginia oak, which has a longer and tougher fiber than what is known as Chesapeake Bay oak or the more southern stocks. It is expected that the demand growing out of the building of wooden ships will create a big demand for West Virginia oak, and, as the capacity of the mills there is limited, it is thought altogether probable that the other sections noted for their hardwoods will also be benefited.

Another yard, which is thought will be devoted to the construction of such wooden ships is to be established at Quantico, 22 miles south of Fredericksburg, Va., on the Potomac river. The Potomac Shipbuilding Company has been chartered by the Virginia State Corporation Commission with an authorized capital stock of \$3,000,000. The principal office is to be at Fredericksburg. Orren G. Staples of Washington is president of the new company, with H. King Cornwell, Washington, vice-president, and George Purvis, Fredericksburg, secretary and treasurer.

Around West Virginia

It is reported from Huntington that a group of New Yorkers has secured an option on the factory the National Interior Finish Company, and will enlarge it and soon put a large force to work.

The report comes from Independence, Pa., via West Virginia points, that Duncan & Burt have purchased a considerable tract of timber on a farm near Independence. It consists of very fine oak and will cut about 1,250,000 feet.

It is reported from Horton, W. Va., that train service was instituted again along about the seventh of the month after one of the greatest floods known in that section. There has been no train service to Horton, according to the reports, since March 10. Lumber interests in that section were badly damaged by the high water.

Eugene J. Fournay of the Meadow River Lumber Company, Rainelle, W. Va., was married on Monday, April 16, to Miss Edna Louise Lynch of Blue Jay, W. Va. The couple will take up residence in Rainelle about May 1.

From Diana, W. Va., comes the report that the H. B. Nichols Lumber Company will have its new mill completed and working by about the first of May.

The Hollywood Lumber Company, which operates in the vicinity of Wheeler, W. Va., is reported to have about completed rebuilding of bridges and trestles which were washed away by the recent flood.

Lumber Commissioners Appointed

The Bureau of Foreign and Domestic Commerce has announced the appointment of four special trade commissioners for estimating the amounts of American lumber that will be needed in Europe for reconstruction purposes. These commissioners are: John R. Walker, Washington, D. C.; Nelson C. Brown, Syracuse, N. Y.; Roger E. Simmons, Hagerstown, Md.; and A. H. Oxholm, San Francisco. The investigation is to be financed jointly by the National Lumber Manufacturers' Association and the Bureau of Foreign and Domestic Commerce, the association paying the expenses of three of the commissioners.

The appointees are now preparing to visit every lumber-producing center in the United States, the object being to get in touch with all lumber concerns that are interested in foreign trade. They will study at first hand the districts in Europe that will be in greatest need of lumber after peace is restored, ascertain the kind of lumber that will be demanded, and they will estimate the nature of the competition that will be encountered. It is thought that the investigation will require two years.

Commissioner Walker, in addition to practical experience in the lumber industry and to considerable actual exporting experience, has appeared before the Interstate Commerce Commission in behalf of every branch of the lumber business. Commissioner Brown has the advantage of having



THE LATE GEORGE D. BURGESS,
MEMPHIS, TENN.

taken part in a previous investigation of the lumber markets of Europe in a private capacity. He has been connected recently with Syracuse University and the United States Forest Service. Commissioner Simmons began in the lumber business as a partner in a Maryland lumber company. He was connected with the United States Forest Service for a number of years, and recently completed an investigation of the lumber markets of South America. Commissioner Oxholm is a native of Norway and had a thorough knowledge of the Baltic lumber industry before coming to this country. Especially valuable experience was gained as assistant manager of the largest lumber-importing concern in Spain. He has been in the lumber business since coming to this country and was employed by a well known San Francisco firm at the time he accepted his new appointment.

Charles F. Rea

Charles Frederick Rea, aged forty eight years, formerly sales manager of the Sawyer Goodman Lumber Company, Marinette, Wis., died recently at his home in that city. Mr. Rea was interested in lumbering since childhood and rose to prominence with a nation-wide reputation as a lumberman.

Funeral services were held at the family residence, 1455 Newberry avenue, under the rites of the Knights Templar. The body was buried in Wausau.

Memorial Service for Allan McLean

The tragic death of Allan McLean of the Wood Mosaic Company, Inc., New Albany, Ind., resulting from the tornado which swept that place last month, as noted in the last issue of *HARDWOOD RECORD*, was followed by a memorial service held at noon on April 11 in the chapel of the Wood-Mosaic Company, the entire mill and office forces being in attendance. In fact, the service was planned by the workmen, who greatly respected and loved Mr. McLean.

The Rev. E. C. Lucas, pastor of the First Presbyterian Church of New Albany, a personal friend of the deceased, gave an address in eulogy and a chorus of the men rendered appropriate music. The pastor's theme was the splendid fight which Allan McLean made during his life against confirmed sickness which would have embittered and spoiled most men, but out of which he came attracting all by his unusual ability, his patience, persistence and ambition, which was toned by his sympathetic consideration of every man employed in the big institution.

In concluding his address Dr. Lucas said:

He fought a good fight and ran a straight race which certainly made him the worthy candidate for that immortal crown of life and we see today that his handicaps and obstacles were but the triumphant opportunities for achieving unusual distinction in the ordeal which we call life. For this reason we cherish his memory and rejoice in the example he has set us in the living of a life that is truly worth the while.

Pertinent Information

Comparative Statement of Building Operations for March

Building operations throughout the country are satisfactory in volume from a rational viewpoint. The general impression among architects and contractors is that business is quiet; prospective work may not be specially insistent at this time. But the statistics show that, as compared with a year ago, there is only a moderate decline. February showed a decrease of 5 per cent, as compared with February last year. The March figures show the same shrinkage, as compared with March, 1916. But the totals for last month are over 50 per cent greater than for February, which is the normal trend, as the active building season approaches.

Building permits, issued in 111 principal cities of the United States during March, as officially reported to the American Contractor, Chicago, total \$79,284,262, as compared with \$83,624,502 for March, 1916. The total number of building permits issued was 23,406, compared with 25,264 for March last year.

It is noteworthy that a greater number of cities show gains than losses, 63 increasing over a year ago and 46 decreasing, two holding stationary. The larger cities make the more unfavorable showing, which is no doubt explainable by the fact that in these cities a larger percentage of the buildings are of steel construction, and that because of the great scarcity it is almost impossible to obtain structural shapes. New York shows a comparative loss of 20 per cent; Philadelphia, 24 per cent; Boston and vicinity, 30 per cent; St. Louis, 27 per cent; Pittsburgh, 31 per cent. Chicago neither gains nor loses. There are some very notable gains.

South American Furniture Market

Commercial Agent Harold E. Everly of the Bureau of Foreign and Domestic Commerce, recently was in Cincinnati to confer with furniture manufacturers relative to the South American trade. He stated that there is now and will be for years to come a great demand for American furniture in Latin-America. Very little furniture was shipped to South America prior to the war, but since England, France and Germany have been unable to supply the demand there has been a wonderful opening for our furniture. He declared there is a great demand for office furniture, especially flat and roll top desks, revolving chairs and filing cabinets. Of the other types of furniture in demand are white enameled bar-

ber chairs, sanitary furniture for hospitals, theatre, schools and church seats. Mr. Everly is anxious to confer with furniture manufacturers to learn from them just what points of interest they desire him to investigate.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

OF *HARDWOOD RECORD*, published semi monthly at Chicago, Ill., for April 1, 1917.
State of Illinois, }
County of Cook, A SS

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared E. H. Defebaugh, who, having been duly sworn according to law, deposes and says that he is the Editor of the *HARDWOOD RECORD*, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in Section 443, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of Publisher—The Hardwood Company, 537 So. Dearborn St., Chicago, Ill.
Editors—E. H. Defebaugh and E. W. Meeker, 537 So. Dearborn St., Chicago, Ill.

Managing Editor—E. W. Meeker, 537 So. Dearborn St., Chicago, Ill.
Business Manager—None.

2. That the owners are (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.):
E. H. Defebaugh, 537 So. Dearborn St., Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are (If there are none, so state): None.

That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect, in the said stock, bonds, or other securities than as so stated by him.

(Signed) E. H. DEFEBAUGH, Editor.
Sworn to and subscribed before me this second day of April, 1917.

[SEAL.] JAMES S. PENNINGTON,
(My commission expires October 20, 1920.) Notary Public.

Special Importation Licenses

The British Board of Trade Journal states that the general licenses for importation of the following articles has been revoked and that special licenses must be obtained by those who wish to ship into the United Kingdom:

Beefwood, boxwood, dogwood, greenheart, hickory, lancewood, lignum-vite, padoukwood, sabicu, sandalwood, birch timber in logs (i. e., waney timber from Canada, Labrador and Newfoundland); tops and bottoms for barrels, wooden hoops for barrels, birch, maple and persimmon blocks, and squares for bobbins, reels, shuttles and spools, box shoos, box boards, screws made of wood, tool handles, painters' brush handles (of ash and hickory), case boards, returned empties, flooring boards (planed and prepared, tongued and grooved, of woods not prohibited), wooden rules, ash oars, pine blocks for match making, plywoods, wooden pulleys, wood wool

February Lumber Exports

The government figures giving February exports of forest products have been published and a summary follows:

	Value
Round timber	\$ 54,713
Firewood	12,320
Square timber	453,071
Lumber	1,581,425
Railroad ties	199,220
Shingles	2,670
Shooks	257,597
Staves	290,792
Heading	20,341
Other lumber	198,514
Doors, sash and blinds	29,071
Furniture	325,348
Empty barrels	90,839
Incubators	14,646
House finishing	213,448
Woodenware	68,660
All other	584,787
Total	\$4,220,502

Japanese Wooden Toys

The Japanese have been quick to reach out for the toy trade lost by Germany on account of the war. The toymakers in the Mikado's kingdom exported more than \$3,000,000 worth of toys last year, and the United States took nearly half. They have not been very successful in making mechanical toys of metal, chiefly because of lack of experience; but their wooden toys are first class and are produced at a low cost. The workman receives thirty-seven cents a day and works at home. No overhead for factory equipment and maintenance is necessary. The toys are of hardwoods, well finished and substantially put together. It is believed that Japan will be able to retain most of this trade after the war, but probably will not be able to hold the mechanical toy trade.



NEW BRASFIELD, ARK., MILL OF W. P. BROWN & SONS, RECENTLY PURCHASED FROM PENROD, JURDEN & McCOWEN

Hardwood News Notes

◀ MISCELLANEOUS ▶

The Sangamon Hardwood Lumber Company has been incorporated with \$10,000 at Beardstown, Ill., by John Goodell, Allan D. Millard and Omer C. Pilger.

With \$20,000 capital W. H. Moore, J. C. Clopton, Brown White, and others have incorporated the Handy Airtight Refrigerator Company at Fort Worth, Tex.

The Cooley Manufacturing Company has been incorporated at West Bend, Wis., to manufacture boxes. Capital stock is \$12,000.

The Brigg & Allyn Manufacturing Company, manufacturer of sash and doors at Lawrence, Mass., is reported to be liquidating.

A new chair factory, the output of which is to be taken by the Grand Rapids Chair Company and the Imperial Furniture Company, is being considered by E. H. Foote, secretary-treasurer of the former concern, F. Stuart Foote, secretary-treasurer of the latter company, and associates in the two concerns. The tentative plans are for a building costing approximately \$250,000. The promoters have planned to take definite steps next fall if the venture materializes, but as yet no certain action has been taken.

Captain Gus Gunderson and Benjamin Paddock have become financially interested in the American Parlor Frame Company, Sheboygan, Wis., the deal having been consummated April 2. Mr. Paddock is an experienced salesman, having been identified with the Crocker Chair Company and other Sheboygan manufacturing concerns. He becomes a member of the sales force for the American Parlor Frame Company and will enter upon his duties in the near future.

The Acme Manufacturing Company of Clattanooga, Tenn., manufacturer of trunks and boxes, has been succeeded by the O. B. Andrews Company, while the St. Paul Show Case & Fixture Company, St. Paul, Minn., has changed its name to the Van Dune-Moran Fixture Company.

The Gem Manufacturing Company, Greenville, O., has become an involuntary bankrupt.

Deed of trust for the Rupp Furniture Company, Lineboro, Md., has been given to E. O. Weant.

The following incorporations have been reported recently: Helena Hardwood Lumber Company, Helena, Ark., capital stock \$10,000; New England Wood Heel Company, Haverhill, Mass., capital \$15,000; Bedford Cedar Company, Shelbyville, Ind.; Triangle Manufacturing Company, Buckhannon, Wis.; Southern Illinois Timber Company, Marion, Ill., capital \$16,000; South Bend, Dowel Works, South Bend, Ind.; Worcester Builders Finish Company, Worcester, Mass., capital \$10,000; Tacoma Cabinet Works, Tacoma, Wash., capital \$20,000; Hamburg Lumber Company, Newark, N. J.; Tichy Woodworking Company, New York City; Walke Box Company, Norfolk, Va., manufacturer box shooks.

The Williams & Voris Lumber Company, with headquarters at Chattanooga, Tenn., has started a sawmill at Birmingham, Ala., known as the Williams & Voris Saw Mill Company.

The Veit Manufacturing Company of Grand Rapids, Mich., has increased its capital stock to \$50,000.

T. J. Elton, secretary of the Buckley & Douglas Lumber Company, Manistee, Mich., died recently.

The Eagle Utilities Mfg. Company recently began the manufacture of window and door screens at Kirkwood, Mo.

The Valley Park Manufacturing Company, manufacturer of screen doors at Valley Park, Mo., is out of business.

The S. L. Barber Lumber Company, Eufaula, O., is closing out. The Woodman Lumber Company, Eufaula, Ala., is closing out. The Woodman Lumber Company, Eufaula, Ala., with \$5,000.

The Lake Charles Planing Mill Company, Lake Charles, La., has decreased its capital stock from \$50,000 to \$25,000.

The Shaw Annis Woodworking Company has been incorporated at Lowell, Mass., with \$2,000 capital stock.

Caflish Spicker Alling & Co., Jamestown, N. Y., has been succeeded by Caflish, Spicker & Maurer.

The Toxaway Lumber Company has been incorporated at Lake Toxaway, N. C., with \$50,000 capital.

◀ CHICAGO ▶

F. E. Bartelme, president of the Keith Lumber Company, Chicago, returned recently from a trip west, where we learn he distinguished himself as a fisherman.

The O. G. Leach Hardwood Lumber Company has been incorporated at Chicago.

The National Picture Frame & Lamp Company has become an involuntary bankrupt.

The American Cabinet Manufacturing Company has been incorporated here with \$25,000 capital. The incorporators are Joseph J. Quinn, James F. Quinn and A. Zern.

The American Ladder Company has sold its factory building at Mokena, Ill., to the Whole Grain Wheat Company and has moved its ladder factory to Chicago.

The Wm. C. Schreiber Lumber Company succeeds Wm. C. Schreiber & Co. The new concern is capitalized at \$100,000.

On April 17, Division "C" of the Lumbermen's Association of Chicago was responsible for the program at the luncheon. It was fortunate in securing Mr. Anthony Czarnecki of the Chicago News, who has recently come back from the war zone. He talked feelingly on the conditions he found in Poland.

The Lumberman's Log, which is sort of a year-book issued by the Lumbermen's Association of Chicago, is exceptionally helpful this year. It gives a great deal of information on the Chicago lumber trade and contains annual reports of various officers and committees of the association covering the work of 1916.

The following prominent northern manufacturers were in the city recently, all of them optimistic on future outlook in the hardwood business: Sam Horner with William Horner, Reed City, Mich., manufacturer of "Smoothest" maple, birch and beech flooring; Luke Wheeler, Wheeler-Timlin Lumber Company, Wausau, Wis.; George Robson, Kinzel Lumber Company, Merrill, Wis.; Roy Smith, Mason-Donaldson Lumber Company, Rhinelander, Wis.; Arthur Jarvis, vice-president of the Steven & Jarvis Lumber Company, Eau Claire, Wis.

C. W. Talge, president of the Evansville Veneer Company, Evansville, Ind., got into town on Tuesday, April 24, on his way back to Evansville from California. He has been spending his time getting into physical trim, not because he had to, but just for the satisfaction of the thing. Mr. Talge stayed over just two days and spent most of his time with W. C. Calhoun, of the Frosts Veneer Seating Company, Sheboygan, Wis., who came into Chicago to meet him.

◀ BUFFALO ▶

An extension is being made to the planing mill and dry kiln of G. Elias & Bro., the work to cost \$18,000. Considerable new machinery is to be installed.

Elmer J. Sturm and W. P. Miller spent a week in Ohio and Pennsylvania this month, making purchases and looking over the hardwood situation in the interest of Miller, Sturm & Miller.

The Brady Bros. Lumber Company, North Tonawanda, lately purchased the steamer United Lumberman and the barge Jeannette from the Morden Transit Co., of Midland, Ont. These vessels have been in service in the lumber trade for thirty years or more and will be active again this season.

The state employment bureau is getting a list of all men experienced in shipyard work and they will be eligible for employment in building the 1,000 wooden boats which the government is to put into trans-Atlantic service.

The Taylor & Crate yard on Elk street, which has carried many millions of hardwoods during its long existence, is now getting to be very bare of stock. Much of it has been sold direct from the yard, while the remainder has been going for several months to the firm's new Elmwood avenue yard.

One of Buffalo's leading hardwood men has recently sworn off the use of tobacco, after having been soothed by Lady Nicotine for at least a dozen years. His resolution was not due to any sermon or to the advice of a medical man, but was brought about by mature reflection and an attack of the grip. While he was ill he lost his smoking appetite, and he makes the philosophical remark: "A friend that goes back on you when you are sick is no friend at all." He is now firmly and highly resolved never to smoke again, but, so far as learned, has made no bets on the subject.

The Hugh McLean Lumber Company reports that the car situation has been bad at its southern mills for some time and that the outlook for the immediate future shows little improvement. The difficulty in getting lumber from the South is said to be helping the Buffalo market.

PITTSBURGH

O. H. Babcock of the Babcock Lumber Company, reports that there is very little improvement in the railroad situation taken as a whole. Labor scarcity is also making it extremely difficult for lumbermen to do business at the mills. C. W. McDaris, yellow pine manager of the Babcock Company, is now in the South.

Joseph C. Cottrell, president of the J. C. Cottrell Lumber Company, finds that it is hard work to get any lumber shipped. Prices cannot be relied upon from one day to the next. Mining trade, he says, is strictly first-class.

The Frampton-Foster Lumber Company has recently bought three more country mills which will increase its hardwood output considerably. It is making splendid shipments this spring to points in Canada and Maine and also to Canada and St. Louis.

The Warren Cooperage Company of Warren, O., has bought the plant of Specie Brothers at Pocahontas, Ark., and will make extensive improvements to make it one of the best plants in the Southwest.

The Kendall Lumber Company will start its new operation at Cheat Haven, Pa., probably about May 10. Sales Manager Young reports that business would be excellent if there were cars to handle it and labor to get out the lumber.

The Acorn Lumber Company has been progressing steadily this spring in sales of hardwood and also in building up new markets. It is well prepared to take care of any hardwood business and President H. F. Dombhoff is an aggressive buyer at all times.

A. P. L. Turner, the new lumber wholesaler, is paying special attention this spring to the window glass and manufacturing trade. Very few men in the Pittsburgh district are better qualified by experience along this line than he.

The American Lumber & Manufacturing Company looks for higher prices. President Johnston is taking a conservative view of the situation but believes that on the whole business in the Pittsburgh district is going to remain good for some time.

Pittsburgh payrolls are now running over \$1,200,000 per day. Pittsburgh bank clearings total over \$13,000,000 per day. National bank deposits here last month showed \$347,000,000, or a gain of \$87,000,000 over March, 1916. With \$100,000,000 consisting of steel to be bought soon for the United States Government, it is not likely that the Pittsburgh district will fall down much in business for some time to come.

BOSTON

A serious fire occurred on April 5 in the Wareham street building of the Joseph F. Paul Company, Boston, causing heavy damage to a large and valuable stock, comprising mainly high-grade hardwoods.

The spruce manufacturers of New England have evidenced their loyalty by two policies recently adopted; one to accept all orders subject to delay by reason of government needs and the other to appoint a committee to assist military authorities in purchasing and procuring lumber supplies.

Two Boston lumber firms, each with a long and active history, are now closing out their stocks and withdrawing from the trade—McNeil Bros. of 57 Stanley street, Dorchester, and Perkins Woodworking Company, Wareham street.

John G. Krener, Jr., has become New England selling agent for the Bright-Brooks Lumber Company, with offices at 88 Broad street.

The yard and mill properties of the Geo. W. Gale Lumber Company at Mt. Auburn have been sold to Atwood & McManus, a large box manufacturing concern at Chelsea, Mass., which will enable the liquidators of the Gale company to send out another substantial dividend and probably result in a very large total return to the creditors.

BALTIMORE

As an indication of the increase in prices that is in progress, it may be stated that a letter was received here from the East Jordan Lumber Company, East Jordan, Mich., announcing an advance of \$3 in the price of maple flooring. Even this price, the communication stated, would not hold longer than 90 days, no orders being booked on this basis for delivery after that time.

The Ness Bros. Spoke and Wheel Works, York, Pa., were destroyed by fire of suspicious origin April 10, with a loss of \$30,000. The plant was working upon a large contract for the Russian government at the time.

Richard P. Baer of Richard P. Baer & Co. is back from a visit to Asheville, N. C., where he went to confer with Mr. Warner, the firm's representative, about business matters.

COLUMBUS

According to a statement from the Columbus Builders' Exchange, there will be a great deal of building around Columbus and central Ohio, despite the opening of war. The statement calls attention to the fact that the exchange now has a large number of plans on file, asking figures on different pieces of work, soon to start, and that none of these have been withdrawn. Prospective builders who have made a careful investigation of the conditions have become convinced that there is practically no chance of the cost of building materials or the cost of labor declining as long as the war lasts. In fact, the consensus of opinion is that materials and labor may advance. For this reason many persons who had planned to

build are now arranging to have the work pushed since the withdrawal of many men from the trades for service in the army will have a tendency to increase wages.

Fire destroyed the mill of the Claude Nease Lumber Company of East Liverpool, O., consuming a large quantity of lumber. The loss is estimated at \$25,000, partly covered by insurance.

The Slagle Lumber Company, Lima, O., has been incorporated with a capital of \$150,000 to deal in lumber. The incorporators are W. C. Slagle, J. H. Blackmore, E. L. Bush, R. E. Van Derveer and Amos Thornton, Jr.

E. A. Drew has entered the wholesale hardwood business in Dayton. He has been engaged in traveling for some time.

The Sterling Lumber & Supply Company of Chicago has sold its branch yards at Lima and Tiffin, O., to the Slagle Lumber Company of Newark.

J. W. Stiger has taken over the business of the Martin Lumber Company of Bradner, O.

The Dickelman Lumber Company is the name of a new concern at Tiffin, O., which has taken over the business of the East Side Lumber Company.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods with prices showing unusual strength. Buying is about equally divided between retailers and factories. The car shortage is delaying shipments to a large extent.

J. A. Ford of the Imperial Lumber Company reports a good demand for West Virginia hardwoods with prices firm in every particular.

H. D. Brasher, head of the H. D. Brasher Lumber Company, has returned from a long business trip throughout the South.

CLEVELAND

Prospects for resumption of business in the hardwood and allied industries seem as remote as ever at this writing, as there is no indication of settlement of the controversy between the Building Trades Employers' Association and the individual unions of employees identified with the Building Trades Council. The latter body and the employers have signed the agreement, embodying ten cardinal principles, but several of the individual unions refuse to accept these arrangements unless they receive higher wages or the employers make additional concessions. Present indications are that a settlement of the trouble will not be reached until the present trial of officials of the main union bodies, indicted upon charges of graft, is completed. The unions that want more concessions from the employers are the electrical workers, the laborers, the roofers and the sheet metal workers. It is understood in building material circles that the council was to call a special meeting, ordering all unions to sign the agreement or go back to work under the old conditions that existed before the lockout. Sixteen of the unions are said to be ready now to accept the new terms of the employers. Hints that the employers' association might sign certain new agreements to end the lockout has brought out a protest from the Hunkin-Conkey Construction Company, one of the largest consumers in the district. W. J. Hunkin at a luncheon in the Builders' Exchange threatened to withdraw his company from the association if such action were taken. He made this statement in connection with the declaration that certain labor leaders had threatened to run his company out of business. Although no hardwood is going into building construction to speak of, and in spite of the fact the outlet is mainly into manufacturing channels, the lumber interests of the city are firm in their support of the employing contractors in their contentions as outlined in this column in last issue of HARDWOOD RECORD.

George E. Breece, president of the West Virginia Timber Company, and George N. Comfort, of his own company, who have been in the South the last month with a view toward improving transit conditions, are back in town, and recent arrivals seem to show the effort expended in that connection has been worth while.

CINCINNATI

The Freiberg Lumber Company, a large hardwood concern here, is having plans prepared by the Reliance Engineering Company for the building of a one-story brick storage building at Dalton and Findlay streets. It is expanding rapidly and additions are necessary to take care of the big business.

Through the United States Collector of Internal Revenue, A. C. Gilligan, the Pape Brothers Molding Company, located on Boulevard Bend, manufacturer of molding and frames, has tendered its plant to the United States government for any use to which it may be found adaptable for manufacturing government necessities. This patriotic concern further declares it will install any new equipment in the way of machinery, etc., that is necessary.

Upon leave of court here last week, G. C. McDowell of Roba, Ala., a creditor, filed an intervening petition in the involuntary bankruptcy proceedings of Joshua W. Oden and others against the McFall-Heyser Lumber Company of this city, setting up a claim against the alleged bankrupt for \$390 alleged to be due for lumber sold and delivered. Roba joins in the prayer of the petitioning creditors for an adjudication in bankruptcy against the defendant company. This case has been in litigation for several months and is keenly contested by the McFall-Heyser concern.

Coal and lumber operators in the Hazard, Ky., district (rich in timber and coal property) have suffered during the past two weeks more than ever because of the shortage of cars. About a half dozen of the largest concerns in the district declare they have had sufficient cars to run only

about three days a week and orders are piling up in an alarming manner, with prices ruling the best known for years in that section.

Bond for \$10,000 was filed in United States district court here recently by Edward G. Schriefer of Cincinnati, qualifying as trustee in bankruptcy of the K. & P. Lumber Company, as successor to the late Philip Renner.

The W. J. Jerry Lumber Company recently was incorporated at Lexington, with capital stock of \$5,000. The directorate of the new incorporation is composed of the following lumbermen who are well known in the northern Kentucky trade; W. J. Geary, M. K. Geary, H. B. Wolcott and R. Wright.

A number of prominent Cincinnatians, with sporting proclivities, are planning, it is announced, to make a National Forest Reservation park, fish and game preserve of Cumberland Falls, Ky. Senator Ollie James of Kentucky and other prominent Kentuckians are backers of the movement. No details have been given out as yet.

Increased automobile facilities will be provided at Redland Field, Cincinnati National League baseball park, if negotiations now under way come to a satisfactory ending. Secretary of the club, Carl Finke, is trying to arrange with the Dulweber lumber yard across from the present parking place for a driveway through the yard which will serve as another outlet from the park and greatly relieve the present congestion.

The Woodford Lumber Company has been incorporated at Elkins, W. Va., for \$25,000 by J. M. Woodford, Preston Harmon, Cecil Gross and C. A. Gross.

The National Wheel Company, at Ferrysburg, O., recently announced an increase in capital stock of from \$33,800 to \$125,000.

The Acme-Greaves Machine Tool Company was incorporated here recently to take over the Acme Machine Tool Company and the Greaves-Klusman Tool Company, both of Cincinnati. The incorporation is for \$1,000,000. The incorporators are C. H. M. Atkins, B. B. Quillen, George Landen, A. J. Jones and William A. Greaves.

Considerable interest was manifested here recently when it was announced that the United States government was ready to or already had placed an order for 15,000,000 feet of lumber, the majority of which was to be soft pine, however. The contract calls for material such as is used in the construction of temporary army quarters. The destination of the shipment was not made public in the original advices received here, and it was said that a bond was required of the dealers guaranteeing immediate shipment, the government to furnish the cars. It is estimated that the lumber will cost approximately \$400,000. War department officials explained later that the lumber purchased was intended for barracks along the Mexican border and at Honolulu and was ordered some time ago.

The Fosdick Machine Tool Company, at Blue Rock and Apple streets, in Cumminsville (Northside) is having plans prepared by the E. M. Chase Company for the construction of a two-story addition, to cost in the neighborhood of \$15,000.

INDIANAPOLIS

Fred C. Gardner, secretary treasurer of E. C. Atkins & Co., saw manufacturers of this city, announced last week that work will be started immediately on another extensive addition to the company's plant which will cost about \$70,000. The new structure will be 45x100 feet and will be four stories high with a full-sized basement. An addition to the plant which was 100x125 feet and four stories high, was completed only a few months ago, but additional manufacturing space already is needed.

John Ferguson, eighty-three years old, one of the oldest and best known lumbermen in the state, died suddenly ten days ago. He was born in Canada in 1834, going to Fort Wayne when he was twenty years old, where he established the first large lumber yard in the city. He later established mills at Ferguson Station, Ind. Eight years ago he established the Ferguson Palmer Lumber Company at Paducah, Ky., a business which he controlled at the time of his death. He was one of the organizers and the first vice-president of the Citizens Trust Company of Fort Wayne.

The Bockstege Furniture Company, Evansville, Ind., has increased its capitalization from \$75,000 to \$150,000.

The Indiana Saw Mills Company, Indianapolis, has been incorporated with a capitalization of \$200,000. The directors are D. E. Sherrick, Lester V. Vay, and Sumner Clancy.

The Banta Furniture Manufacturing Company, Goshen, Ind., has been re-organized with a capitalization of \$50,000. The company expects to increase its output and to place more men on the pay roll as soon as additional equipment can be procured. William Charnley is president. The company manufactures tables, dining room furniture, bed room furniture, and musical instrument cabinets.

Thomas A. F. Doan, of Beatty & Doan, Ossian, Ind., died April 15 after a short illness. He was born in England in 1845, coming to this country as a boy. He became employed by planing mill companies at Ossian as a young man, and later became a part owner in one of the largest wood-working plants.

The Marion County Lumber and Coal Company of Indianapolis has been incorporated with a capitalization of \$10,000. Directors are James H. Lang, W. E. Farnan and W. S. Kaehler.

EVANSVILLE

Articles of incorporation have been filed here by the Wemyss Furniture Company, which will take over the building and property of the Evansville Stove Works and operate a furniture factory, making a specialty of dining room furniture. The company is capitalized at \$100,000. Among the stockholders are Daniel A. Wertz of Maley & Wertz, W. H. McCurdy, Hercules Buggy Company and Robert Williams of the Indiana Tie Company.

The Evansville Lumbermen's Club has received a communication from the Pacific Coast Lumber Association asking that some man be recommended as a shingle inspector in this section and another man as a hardwood lumber inspector. Elmer D. Lohring of the Wolfelin-Lohring Lumber Company was designated as the former and A. Dimmitt of Maley & Wertz as the latter.

Mertice E. Taylor, secretary of the Evansville Lumbermen's Club has announced that the club's summer outing will be held on the Ohio river on June 12. The boat has not yet been secured, but will be soon.

Daniel A. Wertz, Maley & Wertz, William H. McCurdy, Hercules Buggy Company, and A. F. Karges of the Karges Furniture Company have been named as members of a committee by Mayor Benjamin Bosse to take part in the campaign to raise \$500,000 to bring Moore's Hill College here from Moore's Hill, Ind. To this sum the educational board of the Methodist Episcopal Church will add a half million dollars.

Henry Mather, aged seventy years, president of the Mather Bros. Company, dealers in building supplies, died a few days ago at his home in Richmond, Ind., death resulting from heart disease. He is survived by his widow and two daughters. His concern is one of the oldest in Richmond.

The New Haven Lumber & Supply Company at New Haven, Ind., filed notice with the secretary of state a few days ago of the increase of capital stock from \$20,000 to \$35,000.

William L. Houston, a timber man of Carrsville, Ky., a few days ago filed a petition in bankruptcy in the federal court at Paducah, Ky., his liabilities being listed at \$30,000. No schedule of assets was filed. The liabilities consist of amounts on notes on which he was surety.

Charles A. Wolfelin of the Wolfelin-Lohring Lumber Company is interested in a company that proposes to build a traction line from here to New Harmony, Ind. A survey of the line has been completed and it is expected that actual construction will take place soon.

At a recent meeting of the Evansville Furniture Manufacturers' Association a resolution was passed to the effect that all men employed by the members in factories here and who enlist for either the army or navy will have their positions open to them when they return from the service. The Evansville Manufacturers' Association passed a resolution providing that care be taken of the wives and children or other dependents of the men who enter the military service of the government.

The plant of the Murphy Chair Company at Owensboro, Ky., has been completed and men are now at work there making patterns and in a short time the manufacture of chairs will begin. The company will employ a large force of men.

MEMPHIS

L. P. DuBose of the Lamb-Fish Lumber Company, one of the recent visitors to Memphis, is authority for the statement that both sides of the big double band mill of the company at Charleston are out of commission at the moment because of high water and log scarcity. He says, however, that the management intends resuming operations in the next few days and that it will run both night and day as soon as sufficient logs can be secured for that purpose. Mr. DuBose said that the demand for hardwood lumber was all that could be desired but that the car shortage was proving quite troublesome.

R. J. Wiggs, president of the Darnell-Love Lumber Company, Leland, Miss., which is operating two mills at that point, has been here this week. He reports a good supply of logs and in striking contrast with most of the other out-of-town lumbermen, says that his firm is receiving nearly all the cars needed for handling its shipments. Mr. Wiggs was secretary and treasurer of R. J. Darnell, Inc., and the Darnell-Love Lumber Company before he and his associates purchased the saw mill, stocks of lumber and other holdings of the last named firm from the estate of R. J. Darnell, Inc. He is now living at Leland.

J. S. Coppar, a contractor now serving the government, has been in Memphis looking into the condition and position of the ash market. He has accepted a contract from the government to supply \$250,000 worth of stretchers in the making of which ash will be used. He was in the local market for about half a dozen cars and after leaving here visited other ash centers. He said he could have secured a contract for double the amount of stretchers but that he preferred to investigate conditions in the ash market itself before taking on too much business involving this material.

The falling tendency of the Mississippi is resulting in a revival of the handling of lumber, logs and other traffic by water. Already within the past few days two boats have passed Memphis enroute for Cairo with large quantities of logs in tow. Sawmill interests in New South Memphis, as well as along Wolf river north of the city, are making use of the Mississippi and its tributaries for bringing logs to their plants. A return to normal river traffic is anticipated within the next ten days. The scarcity of cars is expected to stimulate water transportation.

◀ LOUISVILLE ▶

The Churchill Milton Lumber Company has met with many delays in getting its new mill started at Greenwood, Miss., but now has all machinery and material on the ground, and expects to get steam up about May 1.

The Louisville Branch of the Southern Hardwood Traffic Association, at a meeting held at the Seelbach hotel last week, named two additional directors, these being A. E. Norman, Jr., of the Norman Lumber Company, and C. E. Platter of the North Vernon Lumber Company. General traffic matters were discussed.

J. V. Stimson, big hardwood manufacturer of Huntingburg, Ind., operating plants at Huntingburg, Ind., Helena, Ark., Owensboro, Ky., and Memphis, Tenn., was recently in Louisville, while on his way South, and talked before the Louisville Hardwood Club. Mr. Stimson was very optimistic concerning future operations, stating that lumbermen all over the country were optimistic, and expected to see the demand hold up throughout the year in spite of the war. He stated that some items in the hardwood list were selling at far higher prices and in larger volume than he had ever anticipated.

J. G. Brown of the W. P. Brown & Sons Lumber Company, Louisville, has returned from a trip around the circuit, visiting the company's eight band mills in the South.

In an effort to aid in producing supplies of food equal to the unprecedented demand, the C. C. Mengel & Bro. Company has announced that it would farm twenty acres of land adjoining its Louisville plant, putting fifteen acres to corn, and five acres to potatoes. Implements, etc., have been purchased to work the land. The company is installing an additional 40 h.p. motor in its plant to operate a re-saw.

Amended articles of incorporation have been filed by the Chess & Wymond Company of Louisville, large manufacturer of barrels and cooperage stock, reducing the capital from \$1,000,000 to \$500,000. The reason for this reduction is that the company during the past few years has been forced to go to a considerable distance from Louisville to obtain its stock of raw white oak for heading and stave manufacturing. In an effort to equalize the increased freight charges the company has installed finishing mills, making circled heading and jointed staves, at railroad shipping points adjacent to the woods. These plants have been handled under separate incorporations, and have shipped material ready for the barrel to the Louisville plant, making it possible to operate with far smaller quantities of finished stock on hand in Louisville, and reducing the local operations with the result that less money has been required to handle the Kentucky business and more to handle the southern business, the whole plan resolving itself into a matter of using the money where it can be used to the greatest advantage. The amendment was signed by Louis H. Wymond, president; W. A. Watts and C. M. Pate, vice-presidents; W. E. Chess, C. S. Wymond and A. C. Cunningham, holders of over two-thirds of the capital.

At Henderson, Ky., the George Delker Company, manufacturer of vehicles, automobile wood parts, etc., has filed amended articles of incorporation, increasing its capital stock from \$100,000 to \$150,000, to take care of its increased volume of business.

The fact that the electric companies have not advanced rates for central station service, while coal has advanced greatly in price, and deliveries are uncertain, has resulted in a general movement of woodworking companies to central station power during the past few months. The Hilton-Collins Company of Louisville is planning to electrify its singletree and vehicle woodwork plant at Louisville; while the Wilson Furniture Company has displaced its steam plant with motors of 150 horsepower. The Turner Day & Woolworth Handle Company, pioneer woodworking concern advocating central station power, is installing a new 50 h.p. motor to operate a circular saw.

Box manufacturers, especially cigar box makers, have been having trouble in obtaining supplies of lumber during the past few weeks on account of the car shortage and unprecedented demand. C. H. Yost, head of the Dautrich Cigar Box Company of Louisville, in a recent statement said that business was extremely good, and everyone asking for boxes, but that tupelo, cedar and other requirements could not be obtained in supplies sufficient to operate the plant on more than a fifty per cent capacity basis.

William L. Houston, a timber merchant of Carrsville, Ky., recently filed a voluntary petition in bankruptcy, listing liabilities of \$30,000, and practically no assets. The liabilities consist principally of a string of notes upon which Houston was surety.

A new planing mill is to be installed at once by the Hall Lumber Company, Flemingsburg, Ky., recently incorporated with a capital of \$4,000 by John C. Willson, F. T. Littleton, P. G. Hall and others. Mr. Littleton has been named as general manager.

In Owensboro, Ky., the Murphy Chair Company, Detroit, Mich., has completed its new branch chair plant, and C. W. Murphy, manager of the new plant is now on the job. Work has been started in the pattern department, and the factory will soon be placed in operation.

◀ ARKANSAS ▶

The work of wrecking the American Forest Hardwood Mill at Portland, Ark., has been begun. The machinery is being loaded on flat cars for shipment. This mill plant was recently sold at auction for \$15,500. It represented an original investment of \$65,000, but had not been in use for the past several years. The U. A. Zelnicker Supply Company of

St. Louis purchased the greater part of the machinery. The factory site comprising twenty-two acres, was purchased by J. W. Pugh and A. J. Gregory of Portland.

The Forrest City Manufacturing Company of Forrest City, Ark., has cut and milled all of its timber holdings near Forrest City, and is now temporarily retired from operations. However, the company has a considerable quantity of lumber on hand which will be disposed of.

Governor Chas. H. Brough, was one of the speakers at the recent cut-over timber land conference in New Orleans. His subject was "Arkansas as an Undeveloped Factor in the South's Resources." His address was well received, and many in attendance at the convention expressed their intention of visiting Arkansas for the purpose of obtaining further information with regard to the resources of this state. In the course of his

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address, Governor Brough pointed out that Arkansas ranks first in the cut of red gum and hickory; third in the cut of cottonwood, cypress and ash, and fourth in the cut of pine, oak and sycamore. He further cited the expert opinion of government agents to the effect that the soil of the cut-over lands in Arkansas was peculiarly adapted to the raising of corn, wheat, oats, rye, etc.

At a meeting of the Hoo-Hoo committee in the Marion hotel, April 19, J. B. Webster, secretary of the Arkansas Association of Lumber Dealers, was selected for recommendation for appointment as vicegerent of Arkansas, to succeed Frank Neimeyer, resigned. Mr. Neimeyer, who is general manager of the A. J. Neimeyer Lumber Company at Little Rock, has served one full term, and asked to be relieved of his duties as vicegerent. Mr. Webster has been secretary of the Arkansas Association of Lumber Dealers for the past seven years, and enjoys a wide acquaintance among lumber dealers in Arkansas and the Southwest.

On April 27, national Hoo-Hoo day, a dinner will be given in the Marion hotel, and it will be followed by the initiation of a class of kittens.

WISCONSIN

With the assured and certain advent of spring, of which there are no surer signs than building activities, the Langlade Lumber Company, Antigo, has resumed work on its planing mill. Considerable concrete work will have to be done before the machinery can be installed.

J. C. Sorenson, former head millwright for the Johnson Lumber Company, Rhinelander, who was recently engaged by the Chas. Fish Lumber Company, Elcho, Wis., has resigned from service with the Johnson company to accept a position as millwright at the new Robbins sawmill in Rice Lake.

The A. A. Laun Company, recently incorporated under the laws of Wisconsin, succeeds A. A. Laun & Co. in the lumber business in New Holstein, Wis. The officers are: President, A. A. Laun; vice-president, Peter Hass; secretary-treasurer, Otto Tagge. A. A. Laun has resigned from active management of the lumber business of the company to accept the management of the Milwaukee plant of the Kiel Table and Furniture Company.

Fire recently destroyed a part of the dry kiln of the heading plant owned and operated by the R. Connor Company, Stratford, Wis.

The sawmill of the Ellis Lumber Company, Grand Rapids, Wis., has been forced to shut down on account of a shortage of logs. The sash and box department continues in operation.

The first car of machinery for the new sawmill of the Chas. W. Fish Lumber Company, Antigo, Wis., has arrived. Erection of the new building will be hurried as much as is practicable.

Schiller Bros., Pittsville, Wis., recently opened their sawmill and are busy on a big cutting to fill several large orders.

The Tony Lumber Company, Tony, Wis., has filed articles of incorporation with a capital stock of \$8,000. The incorporators are: Dr. D. Arpin, Joseph Christman, and Philip Christman.

The Northwestern Furniture Company, Milwaukee, has been awarded the contract to furnish the showcases for the new Owl Drug Store, to be opened in the Plankinton Arcade with drug fixtures costing \$50,000.

The John Week Lumber Company, Stevens Point, Wis., will send a drive of 4,000,000 feet of logs down the Wisconsin river this spring. The banking grounds of the company are on the shores of Hog Creek, a tributary of the Wisconsin river and situated about twenty-eight miles from Stevens Point. The big flotilla will begin its course down the Wisconsin toward the latter part of May.

All Indian reservation timber in Wisconsin will be cut in two years, according to P. S. Everest, Indian agent. When the timber is gone and the two million dollars which is on trust for the Chippewa Indians of the Bad River reservation has been spent, the Indian who is not a farmer must become dependent on Uncle Sam. The development of the Indian in agriculture is ample evidence, however, that the Chippewa will not become a pauper.

William H. Waechter, for the past twelve years sales manager for the Northern Furniture Company, Sheboygan, has resigned.

The Kaiser sawmill, Wilson, Wis., recently began operations with a daily cut of about 4,000 feet.

Peter Danielson, said to be the oldest lumberman in Wisconsin, returned recently to his home in Stevens Point after having been employed in Unity, Wis., by the John Week Lumber Company throughout the logging season, Mr. Danielson's fifty-third consecutive lumbering period.

The Park Falls Lumber Company, Park Falls, Wis., announced recently before a local option election that if Park Falls is voted dry it would erect a little settlement of residences in that city for the accommodation of working men who find a scarcity of homes. It is now making good its promise, following the "dry" decision. A contract for thirty houses has been let and more will be built later.

The Sawyer-Goodman Company, Marinette, has announced a raise of twenty-five cents per day in wages. The increase includes all the employees of the company. It is believed that the action of the Sawyer-Goodman Company will be emulated by other concerns to avoid the labor difficulties of last year.

The Auto Body Company, manufacturing commercial bodies for automobiles in Appleton, Wis., has been incorporated with a capital stock of \$5,000. The incorporators are: Humphrey Pierce, Dudley Pierce, and Gustave C. Seeger.

The controlling factor of the Cooley cheese box factory in West Bend has become a partnership with the commercial joining of H. E. Cooley with Edward J. Krieger, prominent West Bend young man.

The plant of the Rice Lake Manufacturing Company, Rice Lake, Wis., recently began operations for the season and is now busily engaged in filling large orders for house finishings, office fixtures, cabinets, planing mill work, etc.

The Willow River Lumber Company, Grand View, has nearly completed its cut for the season, which will total nearly 20,000,000 feet of hemlock and hardwoods. There are still about 300 men in the woods, and it is said that this force will be kept all summer.

With a cut of 2,000,000 feet in prospect, the big sawmill of the Wachsmuth Lumber Company, Washburn, Wis., recently began operations with a force of eighty men.

The Western Pattern and Manufacturing Company, Racine, Wis., organized for the purpose of manufacturing wooden and metal patterns, has been incorporated with a capital stock of \$10,000. It is a consolidation of K. J. Jacobsen & Co. and the Western Pattern Company.

The will of William H. Schmidt, former president of the Schmidt & Sons Sash & Door Company, Wauwatosa, and which was recently admitted to probate, leaves his property, consisting of \$11,000 personality, in trust to his wife, Henrietta, and at her death to be divided equally between her son, William H. Schmidt, Jr., and the widow and children of a dead son.

Frederic William Hahn, for several years superintendent of the Phoenix Chair Company, Sheboygan, Wis., died recently at his home in that city at the age of thirty-five years. He is survived by a wife and a seven-year-old daughter. Death was the direct result of a serious case of acute lobar pneumonia. The funeral services were in charge of the Masonic Lodge. Mr. Hahn was also a member of the Elks and of the Knights of Pythias.

The Lee sawmill, in Rice Lake, has been purchased by Rhinelander interests, who will remove it to the latter city after sawing 1,000,000 feet of lumber at its present location.

Adam Bentley, who cut about 300,000 feet of logs during the past season, has started to manufacture his felling into lumber and shingles at his sawmill on the Plover river. He will also turn out window frames, doors, and other finished building materials.

The good ship I. Watson Stephenson, now in winter quarters at Wells, Mich., has passed federal inspection and will soon be on the lake paths with cargoes of lumber.

The Barkow Company, manufacturing wagons, is to build a new plant at 195 Milwaukee street, Milwaukee, Wis.

The sawmill of Ed. Shirkey, at Marinette, is turning out 25,000 feet of oak logs, the sawed product of which will be shipped to Green Bay to be used in the construction of boats and tugs. Captain James Larsen of Marinette has inspected the wood. The logs were cut and hauled by the Kiel Woodenware Company, Kiel, Wis., from its land east of Wausaukee.

Rieboldt & Wolter, boat builders, Sturgeon Bay, Wis., have been offered the contract to build a large steamer for the Crosby Transportation Company of Milwaukee, owner of the passenger steamers United States and E. G. Crosby, which ply all year round between Milwaukee and Grand Haven. The building of a boat of the dimensions specified by the company would mean an outlay of \$150,000 or more.

The Cornell Wood Products Company, Cornell, Wis., is taking bids on the general contract for the erection of a one-story storage building of frame construction, 100x150 ft.

O. B. Joerns, head of the Joerns Brothers Company, Sheboygan and Stevens Point, furniture manufactory, is retiring as mayor of Sheboygan after a successful term of two years. Mr. Joerns recently announced that the Sheboygan plant, seriously damaged by fire a short time ago, will be rebuilt.

The Wausau Manufacturing Company, Wausau, Wis., is arranging contracts for the erection of a two-story factory addition, of concrete block construction, 40x150 ft.

The Gurney Refrigerator Company, Fond du Lac, Wis., has adopted a system of blanket insurance for the protection of its employees. Every person who has been employed by the Gurney company for one year is presented with a life insurance policy for \$500, paid for by the company.

The Marsh Refrigerator Service Company, Milwaukee, Wis., has been organized and incorporated with a capital stock of \$800,000. Announcement is made that it has bought the business formerly conducted by the Milwaukee Refrigerator Transit & Car Company. H. W. Marsh, who for seven years was manager of the latter company, will be in active charge of the plant under the control of the new organization. The officers are: President, H. W. Marsh; vice-president, O. C. Fuller; secretary, J. J. O'Connor.

The Barker Lumber & Fuel Company, Watertown, Wis., recently purchased the holdings of the N. S. Washburn Lumber Company in Sturgeon Bay. The Washburn company will remain in active business until July 1 and in the meantime will fulfill all its contracts for deliveries. The transaction constituted one of the largest business deals ever made in Door county.

Members of the North Wisconsin Loggers' Association at a recent meeting of the organization contemplated seriously the prospect of planting food crops for human consumption on the cut-over timberlands to supply their large armies of workmen. Many delegates expressed the belief that

"Life ain't no holdin' a good hand but in plain' a poor hand."
—THE OLD CATTLEMEN.

Stocks are badly broken, yet here
is what we have to offer in

DRY LUMBER for Immediate Shipment

Northern Stock

- 2 cars 1" L. R. Black Ash
- 3 cars 1" 1s & 2s Birch
- 4 cars 1" No. 1 Com. Birch
- *30 cars 1" No. 2 & No. 3 Com. Birch
- *10 cars 1 1/4" No. 3 Birch
- 4 cars 1" L. R. Soft Elm
- *10 cars 1" No. 3 Maple
- *4 cars 1 1/2" No. 3 Maple
- *3 cars 1-5/8" No. 3 Maple
- *3 cars 1 3/4" No. 3 Maple
- *4 cars 2" No. 3 Maple

* Can be surfaced and resawed if desired.

Southern Stock

- 3 cars 1" No. 1 Com. Red Gum
- 2 cars 2" No. 1 Com. & Btr. Red Gum
- 6 cars 1" No. 2 Com. Sap Gum
- 3 cars 1 1/4" 1s & 2s Sap Gum
- 3 cars 1 1/2" No. 3 Com. Sap Gum
- 10 cars 1" 1s & 2s White Oak
- 10 cars 1" No. 1 Com. White Oak
- 15 cars 1" No. 2 Com. White Oak
- 4 cars 3/4" No. 1 Com. & Btr. White Oak
- 3 cars 2" Oak Bridge Plank
- 4 cars 1" 1s & 2s Qtd. Wh. Oak
- 4 cars 1" No. 1 Com. Qtd. White Oak
- 3 cars 1" No. 2 Com. Qtd. White Oak
- 2 cars 1 1/4" 1s & 2s Qtd. White Oak
- 2 cars 2" 1s & 2s Qtd. White Oak

At our Arkansas and Wisconsin plants we are
daily putting new stock into pile, whose texture
and quality will appeal to the careful buyer

THE
G. W. Jones Lumber Co.

Manufacturers of
Northern and Southern Hardwoods

APPLETON, WISCONSIN

SOUTHERN PLANT
FORREST CITY MFG. COMPANY, Forrest City, Ark.

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar and 1 car 2½" No. 1 Common Poplar

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

RED GUM

OUR SPECIALTY

St. Francis Basin Red Gum

WE MANUFACTURE

Southern Hardwoods

— Gum, Oak and Ash —

J. H. Bonner & Sons

Mill
JONQUIL, ARK.

Sales Office
1323 Bank of Commerce Bldg.
MEMPHIS, TENN.

BLISS-COOK OAK CO.

BLISSVILLE, ARK.

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

the farmers will not be able to meet the demands for food in a short time. It is a matter of taking steps to protect themselves against a famine or of closing down the camps.

The Hines Lumber Company, Marinette, recently purchased 10,000,000 feet of hardwood and pine of the North Ludington Lumber Company for \$250,000. This constitutes the entire cut of the season and is the twentieth time that the Hines company bought the same cut from former Senator Isaac Stephenson.

The Hardwood Market

CHICAGO

The only definite dissatisfaction in the local trade is found in the interior finish business. Various causes have held up building, among them being the fact that Chicago is probably overbuilt, and this, of course, has had its reaction directly upon the finish trade. The increased cost of construction has, of course, affected a good many types of building in an adverse way. On the whole, the finish people are not talking nearly so cheerfully as are the rest. However, most of the remaining channels through which hardwood lumber passes into consumption are going under pressure and the trade as a whole is everything that could be expected. The usual way of referring to price changes that are inclined to be upward is to say there is a trend toward better prices—the situation now is beyond the "trend stage" and hardwoods are moving more briskly and more directly into higher levels than ever. Practically every item is strong on the local market. There is no time for pessimism, as everyone's time is taken up pretty thoroughly with efforts to obtain cars and make shipment on orders.

BUFFALO

The hardwood market is on a fairly active basis, though not quite so active as several weeks ago. The consumers have been able to get in a larger amount of stock recently, owing to a somewhat better movement on the railroads, and a temporary falling off in new purchases has occurred. The declaration of war has caused a little hesitancy among buyers. If actual volunteering should withdraw many men from their employment, business is likely to be disturbed in consequence, and this possibility is causing some concern to the building trade as well as to manufacturers.

The local yards have been getting in pretty good stocks of various hardwoods. The demand for plain oak is showing an increase. Chestnut is another wood which has been recording improvement, especially in the lower grades. Lumber is coming in slowly from the South and the car shortage at the mills is showing little or no improvement. Some millmen report that the railroads are asking them to load cars to fullest capacity, and they have to be satisfied with gondola or flat cars.

It is likely to be about May 1 before much is doing in the receipt of lumber and other freight at this port. The ice in this end of Lake Erie is heavier than in years and has impeded a number of vessels that sought to make an early start.

For the first quarter of 1917 local building permits show a decline of 34 per cent from the same period a year ago, and the number of permits fell off from 754 to 643. Not as much large building work is being done as in either of the two preceding years. Labor costs have advanced and all materials are higher; hence the amount of speculative building is said to have been reduced.

PITTSBURGH

Hardwood men feel that the situation here would be in pretty good shape if deliveries could be made. The car supply is somewhat better in the North and especially in tri-state territory. All reports, however, indicate that the shipments from the South and Southwest are very badly delayed. It is decidedly uncertain as to when there will be any improvement in this phase of the business. Inquiry continues remarkably good along some lines, especially from manufacturing and mining concerns. Railroads are taking all the lumber they can get and are buying heavily of bridge and construction timbers. The window glass manufacturers as well as the furniture, implement and vehicle trade are putting in good orders and apparently have no large stocks of dry lumber. Yard trade is rather irregular and building operations, it is evident, are not going to be what was expected early in the season.

BOSTON

The hardwood situation in New England shows considerable improvement in deliveries; the demand continues firm for western varieties and brisk for northern stock; there is an especially marked call for low-grade lumber by the constantly increasing number of users in furniture and built-up work. The supply is not equal to the requirements in this class of stock, and prices have advanced correspondingly. Naval, military, aeroplane and merchant marine construction open such possibilities of consumption and unreserved purchasing that its effect can hardly be estimated as yet, but, as many of these activities are proposed in this district, they cannot fail to have important bearing, which will probably be developed in the near

future. Such necessities would manifestly clean up available stock such as were required for the work and without doubt call for increased special production of some kinds which will influence the market both as to values and the withdrawal of much stock needed in the factories here. In addition to prospective activity in lumber of this kind, there is noted rising demands and prices on cabinet woods especially in black walnut and in a somewhat more moderate degree in cherry, quartered and plain oak. With all the prevailing limitations, which have been referred to in late reports, the volume of business in board feet averages only fair and considerably less than former normal standards.

< BALTIMORE >

The hardwood situation continues to be a mixture of strength and drawbacks. Among the strong features are a good run of orders and many inquiries, with prices on the increase. The weak spots include a continued scarcity of railroad cars and freight embargoes that interfere to a very serious extent with the distribution of stocks. The wholesalers who desire to get lumber to take care of the wants of their customers find themselves hampered at almost every turn. With them it is not a question of finding takers for lumber, at the right price, but of securing supplies that are at all adequate. They could do a much larger business but for the limitations which the prevailing state of affairs imposes. According to some accounts, the railroads are making progress in the direction of an abatement of embargoes, but, as far as the South is concerned at least, no marked relief is experienced, and conditions are stated to be about as bad as they were before. The millmen for their part have to deal with the grave problem of a shortage of labor, which is becoming more acute every day. Now that they could go ahead, with the weather and the state of the roads favorable, they are halted by a lack of workers, which is so pronounced that plants fall far below their capacity in production. In not a few instances this reduction is estimated at two-thirds, though generally speaking the deficiency is probably far lighter. To the scarcity of labor is added increase in wages and in other items connected with the cost of production, which make it imperative to mark up the figures. No one now expects any recessions in values, and a disposition prevails to place orders whenever and whenever an opportunity presents itself. The hardwood men here are busy getting in stocks purchased some time ago, and some of them assert that the movement has widened very considerably. On the other hand, they are also shipping out lumber about as fast as it comes in, and continue to be on the lookout for stocks that are offered at anything like reasonable figures. This tendency to augment holdings applies to every item on the list almost, the high grades having attracted increased attention along with the rest, as it is largely a question of getting lumber at all. In the export trade of course there is general unsettlement, and practically all of the old conditions have ceased to exist. Such needs as are to be met run along special lines, more or less connected with the conduct of the war, and the entire trade is regulated by the foreign governments. The shipments that can be made yield very attractive returns, but shipping facilities are limited and special requirements are operative.

< COLUMBUS >

Business in hardwood circles has been exceedingly brisk during the past fortnight. Buying is well distributed over the country and is about equally divided between retailers and factories. The tone of the market is good with quotations on the upward grade. Future prospects are bright.

Factories making boxes and furniture are the best customers, although considerable buying is also done by vehicle and implement concerns. Factory purchasing agents are endeavoring to accumulate stocks of hardwoods to guard against emergencies. All lines of manufacturing are active and the consumption of lumber is correspondingly good.

Retail stocks are not large and with good building prospects ahead dealers are trying to secure a surplus. The car shortage and railroad congestion are holding up shipments which is the worst feature of the trade. Embargoes have been announced on many of the roads and the principal troubles of the wholesaler now are traffic affairs. Despite the war declaration there are many building projects going forward and others are being planned. Architects and contractors are busy figuring on plans and specifications. Advances of from \$1 to \$2 have been announced and all have been maintained. In fact premiums are freely offered if delivery can be promised. Collections are generally good and buying for the future is now more active than formerly.

Quartered oak is one of the strong points. Plain oak is also in good demand with prices considerably higher than formerly. Chestnut is one of the strong points and the lower grades are especially active. Basswood is strong and the same is true of ash. Other hardwoods are unchanged.

< INDIANAPOLIS >

Trade with the hardwood manufacturers has been excellent during the last two weeks and indications are that an unusual demand will exist during the next few months. Manufacturers are being handicapped somewhat on account of a shortage of skilled labor, although high wages are being offered experienced men. Collections are being made easily, indicating that subsidiary industries are also in a flourishing condition.

The demand from some consuming plants is abating somewhat, but renewed demands are coming from rather unexpected sources. Announce-

A REAL BARGAIN IN BONE DRY SOFT ELM

50 M Feet 1" No. 2 Com. and Ret

This will run about as follows:

15 to 20% FAS.
50% No 1 Com.
Balance No 2 Com.

Lengths about as follows

25% 4' to 8'
40% 10 to 12'
Balance 14 and 15'

In Widths about as follows

40% 4 and 5"
50% 6"
10% 7" and wider

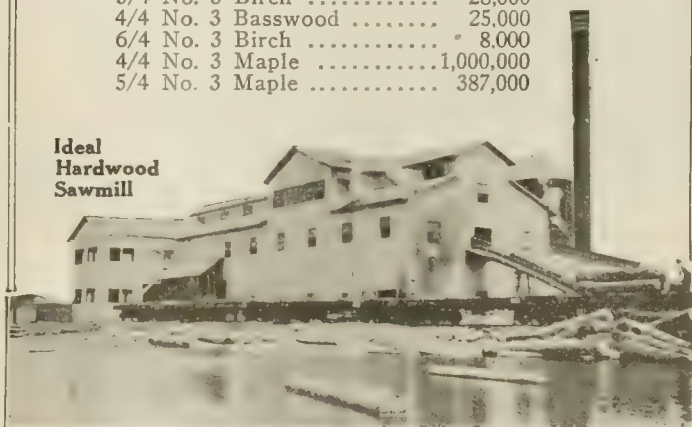
Really this is mighty well made Lumber,
and is already to ship, but you have got
to act quickly

PAYSON SMITH LUMBER COMPANY
PLYMOUTH BUILDING, MINNEAPOLIS, MINN.

The following stock is in excellent
condition, ready for immediate shipment

4/4 No. 3 Elm & Ash.....	24,000
5/4 No. 3 Elm & Ash.....	35,000
6/4 No. 3 Elm & Ash.....	74,000
8/4 No. 3 Elm & Ash.....	3,000
4/4 No. 1 & Btr. Birch.....	51,000
4/4 No. 2 Birch	250,000
4/4 No. 3 Birch	202,000
5/4 No. 3 Birch	28,000
4/4 No. 3 Basswood	25,000
6/4 No. 3 Birch	8,000
4/4 No. 3 Maple	1,000,000
5/4 No. 3 Maple	387,000

Ideal
Hardwood
Sawmill



Are putting in pile every month
two and one-half million feet of
choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

WHAT IS A LACEY REPORT?

It is science applied to the measurement of timber values to produce a statistical photograph, so to speak, of a tract of timber. When desirable, it includes a detailed contour map accurate enough to plan logging operations upon, and always includes a mass of intelligent commentary on all conditions of interest to an investing or logging purchaser.

The LACEY REPORT, which is the recognized gospel of timber values, is but an index to the great facilities and resources of this organization in whatever pertains to transactions in standing timber—the king of investments today.

Send for our interesting booklet.

James D. Lacey & Co.
INTERNATIONAL TIMBERLAND FACTORS
EST. IN 1880

CHICAGO SEATTLE NEW ORLEANS
1750 McCormick Bldg. 626 Henry Bldg. 1213 Whitney-Central Bldg.

Over One Million Dollars in savings has been returned its members by the Manufacturing Lumbermen's Underwriters and there remains to the credit of members over Nine Hundred Thousand Dollars

The membership, which is constantly increasing, is now composed of nearly four hundred and fifty of the best saw mill plants in the country. Insurance in force exceeds thirty-five million and nearly three million dollars has been paid in losses. If you have a first-class plant adequately protected and are interested in low cost fire insurance, correct policy forms, an inspection service which may save you from a disastrous fire, with the certainty of a prompt and equitable adjustment in case loss does occur, and wish a list of members and annual statement we will be glad to hear from you.

Rankin-Benedict Underwriting Co.

HARRY B. CLARK
Western Representative
Portland, Ore.

Attorney in Fact
KANSAS CITY, MO.

ments to the effect that the price of farm implements has increased from 50 to 60 per cent during the last two years caused the belief to prevail that the demand for farm machinery might fall off. The intensive farming movement as a means of assisting the country to prosecute the war, a movement which has government backing throughout the Middle West, has tended to increase the demand for farm machinery above normal, and the manufacturers are heavy buyers.

The same holds true of vehicle manufacturers, who announce that their business has been heavier than might be expected. Automobile manufacturers report there has been no letting up in demand and say they will consume more hardwoods than ever this year.

The demand for oak, both plain and quartered, is on the increase, and the demand for walnut is slightly heavier than it has been. There is an excellent market for gum and ash, hickory and maple are called for. The farm situation appears to be excellent. Although the winter wheat crop is somewhat of a failure, wheat fields are being plowed up for the planting of corn.

◀ CLEVELAND ▶

Dearth of supplies of all descriptions of hardwoods has been offset by the absence of demand for these materials into construction work, and this has served to keep all descriptions upon a steady basis in the last fortnight. Slight improvement in the car situation has assisted materially in making for good supplies for out of town trade, in which the principal hardwood business now is being done. High grades of hardwoods for factory use are scarce, owing to the short supply of cars. In low grades the chief outlet is for oak, much of this going into railroad work. An average increase of five per cent in prices on nearly all descriptions is noted.

◀ CINCINNATI ▶

While shipping conditions—car shortage and embargoes—continue to exert a very depressing effect upon the general lumber market in this and probably all sections, the hardwood dealers here seem considerably encouraged over the course of events during the past couple weeks. Conditions have modified to a certain extent and many dealers and wholesalers report less difficulty in making shipments, and stocks are beginning to become better assorted and sizes are larger. Prices continue to maintain previous advances very rigidly, and, with the demand steadily increasing, there is every reason to believe the hardwood dealers will enjoy a prosperous spring trade. The increase in prices is not alone confined to the better grades, for the lower items are selling with a vim and better prices are being realized almost from day to day. Some immense war orders are being placed and the recent appeal of the government to the shipbuilders and lumbermen as well to co-operate in building a great wooden merchant marine in record time has put quite a stimulus in the market locally by virtue of the recent announcement of a return to activity on the part of the Cincinnati, Louisville and Evansville river shipyards. The big demand from the airplane manufacturers for suitable wood, principally spruce and ash, has helped the market for these two woods immensely.

There has been quite a let-up in the ordering on the part of the furniture manufacturers. Furniture retailers are moving little of their big spring stocks, the business not being up to normal for this time of the year, and this has been reflected in the manufacturing end. However, oak and gum have a well sustained demand elsewhere, the former about leading the list in movement and commanding top prices in all grades. The lower grades of gum are moving especially well with the box manufacturers. Flooring is in good demand, birch, elm and maple being exceedingly active. Birch probably leads the northern list in all items. Cottonwood dry stocks are light and difficulty is being experienced in obtaining sufficient quantity to meet the increasing demand. The lower grades of chestnut are in better call than a few weeks back and good prices are being realized at all times, numerous sales being reported at figures considerably in excess of those asked a while back. One of the most encouraging features of all is the manner in which poplar is coming back into popularity. Inquiries are steadily broadening and some good sized orders are being placed regularly.

◀ EVANSVILLE ▶

Trade with the hardwood lumber manufacturers in Evansville and south-western Indiana is fairly good at this time. Thus far the war has not affected business in this locality and the general opinion is that the war will be over in less than a year and that the lumber business will not be materially affected by the conflict. They believe, however, that after the war there will be sharp advances in lumber prices all over the country. Many manufacturers here say their domestic business is from fifty and one hundred per cent better than it was this time last year. Prices are steadily advancing on the best grades of hardwoods. The up town mill, as a rule are operating on steady time, while the Columbia street mill of Maley & Wertz is running again on the day and night schedule. The river mills are not running, but some of them will start operating in a short time as they have a large supply of logs on hand.

Quartered white oak and plain white oak are still in strong demand and a good deal is being sold. Sycamore is also strong, a great deal of quartered stock being bought by veneer manufacturers. Walnut is in better demand than it has been at any time since the first of the year. Gum continues in strong demand, a great deal of this lumber being bought by

furniture factories here. Hickory and ash are strong and the lower grades of poplar are also in good demand. Elm and maple are moving briskly. Veneer manufacturers report a good trade, and box manufacturers say trade is better than it was this time last year. Most of the large wood consuming plants here continue to run on full time. Collections are good. Lumber manufacturers are getting in all the logs they want but prices are high. Building operations are picking up and planing mills continue to run on full time. Sash and door men report a steady business and yellow pine dealers say the trade outlook is very flattering. Crop conditions are fairly promising, farmers in this section arranging to plant an unusually large acreage of corn during the coming season. The yield of wheat in this section will average about one-half a normal crop, according to grain experts.

MEMPHIS

The hardwood market continues to occupy a strong position and prices are tending higher under the combined influence of the excellent demand and the comparatively moderate offerings due to decreased production during the past few months. The cost of everything entering into the manufacture of southern hardwoods is increasing at a rapid rate and this, too, is a factor making for higher prices for hardwood lumber itself. Most members of the trade appreciate the broken condition of stocks in their own hands as well as in the hands of consumers and distributors in all parts of the country and it is a matter of little surprise to them that the market continues to display such a strong undertone. The call is both insistent and persistent for gum in all grades. In fact, it is difficult for manufacturers to meet the demand for this class of lumber. The higher grades are wanted in almost every direction while the box manufacturers continue to absorb all the low-grade stock available. Veneers made of gum are showing equal strength with sawn lumber. There is likewise a large call for the lower grades of cottonwood. The supply is limited while the box people are hustling for all the dry stock they are able to find. A good demand is reported for ash, hickory, elm and cypress, and more movement is noted in the higher grades of quartered red and white oak. Some manufacturers are quoting higher prices for the latter and are able to secure the advance. Plain oak in both red and white in the higher grades has been moving well for some time at better prices, and an excellent call continues for common oak in both plain and quartered. The American Oak Manufacturers' Association is showing marked activity and new outlets for oak are being opened. Government inquiries for various southern hardwoods are beginning to be received but so far comparatively little business has actually been put through. Lumber interests, however, have little doubt that there will be large needs to be filled from this source. Transportation conditions present the most trying problem the lumbermen are facing at the moment. They are threatened with a radical advance in hardwood rates by the same carriers that persist in their failure to supply more than 25 per cent of the equipment needed for the prompt handling of shipments of hardwood lumber.

ST. LOUIS

The hardwood situation is showing signs of improvement and there is a very satisfactory and seasonable demand for all items on the list. From now on, there is every prospect that this condition of affairs will continue. Prices which have been steady for quite a while, are now showing signs of advancement. Dry stocks are rather scarce and those having good sized stocks on hand are having no difficulty in disposing of their holdings at satisfactory prices. The principal item being called for is white oak. Quartered stock is also in very good demand. Poplar is also in excellent request with the market considerably stronger than it has been for some time. Gum is holding up quite well, with prices getting better. Cottonwood and elm are moving in a very satisfactory manner. Cypress conditions are also satisfactory to the local distributors. The only drawback being experienced is the difficulty in getting cars to move stock. This is also reported at the points in the producing territory as well as in this section. Orders cannot be filled with any degree of certainty. Prices are strong and there is a tendency toward advancement.

MILWAUKEE

With the prosperity of Wisconsin flying in the face of morbid war predictions, the hardwood market remains firm with a promise of advancing. The supply has been engaged and consumed as rapidly as the mills could forward it to points of utilization, despite a slight tendency toward reluctance on the part of manufacturers to produce over the demand. Assurance that the economic condition of the country is not in danger of disruption has been warming the business relations of the state considerably during the past week. An opening toward the West characterized freight conditions during the past week, with no sign of relief toward the East or North.

Labor is scarce in the realms of wood manufacture and is exceeded nowhere but in the forests. Wages have gone still higher with no loiterers about to be attracted by them. Many companies have decided to operate crews all summer. In the sawmills, too, the difficulty of getting men to take care of the large amount of work is distressing. The only hope seems to lie in paying such wages as no human being can possibly refuse.

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience
IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

**You Can See Logs Like These
on Our Yard Any Day**



**STIMSON VENEER AND LUMBER
COMPANY, INC.**

P. O. Box 1015

Memphis, Tenn.

MANUFACTURERS

**Hardwood Lumber, Rotary Cut
Veneers, Rotary Cut Gum Faces,
Cross Banding and Cores.**

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

CLASSIFIED ADVERTISEMENTS

Advertisements will be inserted in this section at the following rates:

For one insertion.....25c a line
For two insertions.....40c a line
For three insertions.....55c a line
For four insertions.....65c a line

Eight words of ordinary length make one line. Heading counts as two lines. No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYMENT WANTED

RELIABLE HARDWOODS CONNECTION

Wanted—on commission, or small salary and commission, for N. Y. City territory. Thirteen years in lumber business, last eight there.

Address "BOX 42," care HARDWOOD RECORD.

EMPLOYEES WANTED

WANTED—INSPECTOR

Can use services of first-class hardwood inspector at our West Virginia band mill. Good location, steady employment. Address "BOX 37," care HARDWOOD RECORD.

LOGS WANTED

WANTED—BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

3,500 ACRES IN PENNSYLVANIA

In Bedford and Huntingdon Counties, estimated to contain 20 million feet Oak, Chestnut, Pine, Locust, Poplar, Maple, 2 mile haul downhill to railroad, 15 miles from market for all small timber as mine props and ties. D. E. LAUDERBURN, 158 Fifth Ave., New York.

FOR SALE—VERMONT TIMBERLAND

3,380 acres containing 7½ million ft. Hardwoods, over 2 million ft. Spruce, 250M ft. Hemlock, also sawmill; as much more additional timber available. D. E. LAUDERBURN, 158 Fifth Ave., New York.

PUBLIC SALE

Of about seventeen thousand (17,000) acres of fine timber and timberlands in Highland and Augusta Counties, Virginia, estimated to contain from eighty million (\$80,000,000) to one hundred million (100,000,000) feet of timber—Oak, Poplar, Chestnut and other woods—at public auction at front door of Court House of Augusta County, Staunton, Virginia, on the

22nd DAY OF MAY, 1917.

TERMS OF SALE: One third cash on day of sale, balance at one and two years with interest, or all cash at option of purchasers.

Further information will be furnished by

RANDOLPH HARRISON,

ALFRED B. PERCY,

Commissioners of U. S. Court.

Address: Lynchburg, Va.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,

Forest Engineer,

East Tennessee Bank Bldg.,

Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,

Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. Lauderburn, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

WANTED

White Oak timbers, also all grades of White and Red Oak, Poplar, Chestnut, etc. Send us your stock list and prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED HARD MAPLE

500,000' 4/4 SELECTED CLEAR

Shipment of a number of cars soon as ready. Balance between Sept. 1, 1917, and June 1, 1918. K. & C. MFG. COMPANY, Henniker, N. H.

WANTED—IN LOW GRADE

4/4, 5/4, 6/4 and 8/4 Chestnut, Poplar, Basswood, Gum and Oak—rough and surfaced. Advise what you can offer, quoting prices, naming shipping point.

FRAMPTON-FOSTER LUMBER COMPANY, Pittsburgh, Pa.

OAK, BEECH AND MAPLE WANTED

4/4 and 8/4 plain Oak, Beech and Maple: No. 1 common or log run grades of Beech and Maple, and No. 1 common and sound wormy grades of plain Oak; preferably 8 months or over on sticks; f. o. b. cars Cincinnati. THE JOHN T. TOWSELEY MFG. CO., 1037 Berlin St., Cincinnati, O.

WANTED—WHITE OAK

80,000 ft. 2x6, 8 & 10"—16' S1S White Oak for very prompt shipment. Advise if you can furnish and price f. o. b. shipping point or delivered Cairo, Ill.

FRAMPTON-FOSTER LBR. CO., Pittsburgh, Pa.

WANTED—OAK AND CHESTNUT

One car 8/4 No. 1 common and better, dry and plain White Oak; Two cars 4/4 No. 1 common plain White Oak.

25 cars 4/4 No. 2 common sound wormy Chestnut.

S. BURKHOLDER LUMBER CO.,

Crawfordsville, Ind.

WANTED TO BUY

Fuel wood for shipment to Chicago: Cordwood: Oak, Hickory, Hard Maple and Beech.

Oak Edgings, bundled or loose;

Hickory spoke wood;

12" and 4" Slabs and Edgings.

Write us if you have wood to sell.

COVEY-DURHAM COAL CO.,

431 S. Dearborn St., Chicago, Ill.

WANTED—BOX LUMBER

4/4, 5/4, 6/4 in White Pine, Yellow Pine, Poplar, Basswood, Chestnut, Spruce or Hemlock, both rough, dressed and resawn. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WE ARE IN THE MARKET

for "B" Finish and Factory Select Cypress. R. H. CATLIN CO., Equitable Bldg., Wilmington, Del.

WANTED—WHITE PINE

Log run, all thicknesses. Send us your list of dry stock and best cash prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—ELM LOGS AND LUMBER

9, 10 and 11 ft. long. Lumber to be sawed plump 4/4. Quote on good log run, delivered Holmesville, Ohio. Address "Box 36," care HARDWOOD RECORD.

MACHINERY FOR SALE

FOR SALE

One latest improved Wickes #10 52" gang, complete with saws.

One 35'x90' refuse burner, complete.

One #44 Berlin machine 8x24" planer.

One 12 H. P. vertical steam engine.

GOODMAN LUMBER COMPANY, Goodman, Wis.

TIES WANTED

WANTED—FOR SHIPMENT

During next four months, White and Red Oak Switch Ties, 3" and 4" White Oak crossing plank, Oak timbers and car lumber. For delivery Cairo, Chicago, Cincinnati and Pittsburgh. Quote f. o. b. or delivered prices on what you can furnish, or give us names of shipping point, and we will name you f. o. b. prices. All lumber inspected at shipping point.

FRAMPTON-FOSTER LUMBER CO., Pittsburgh, Pa.

WANTED—FOR SHIPMENT

Within four months several carloads 6x8"—8', and 7x8"—8' 6" White Oak, Red Oak and Chestnut Ties, for delivery Cairo, Chicago, Cincinnati and Toledo. All ties to be inspected at loading point.

FRAMPTON-FOSTER LUMBER CO., Pittsburgh, Pa.

Timberland Loans

Loans to lumbermen or timber owners negotiated with the precision of practice which results from 37 years experience.

Long or short terms. Amounts from \$50,000 up, as conditions warrant.

LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

DIMENSION STOCK WANTED**WANTED TO BUY**

5 cars 2x2—30 clear Oak Squares
 2 cars 2x2—19" clear Oak Squares
 2 cars 1½x2½—42" clear Oak Squares
 2 cars 2x2—30" clear dry Gum Squares
 5 cars 1½x1½—19" clear dry Oak Squares
 THE PROBST LBR. CO., Cincinnati, O.

WE ARE IN THE MARKET FOR

Clear sound Maple, Beech, Birch or Red Gum Dimension Stock all dry sizes:

1"x1", 1½"x1½", 1½"x1½", 1½"x1½" square;
 1½"x1½", 1½"x1½", 1½"x1½", 2"x2" square;
 lengths 24", 32", 36", 42", 48", 54", 60", 66";
 1½"x2"x38", 1½"x2"x38".

Also various sizes Ash and Oak.
 THE PIQUA HANDLE & MFG. CO., Piqua, O.

BUSINESS OPPORTUNITIES**WANTED TO BUY LUMBER AND FOREST**

Products, with cash advances, or will furnish capital to timber owners or mfrs. at 6%, and guarantee to sell products to best advantage, on liberal profit-sharing basis. We have high reputation, large resources, and strong selling organization. Address "BOX 48," care HARDWOOD RECORD.

HARDWOOD PLANT FOR SALE

As a profitable going concern in Portland, Ore., comprising fully equipped sawmill, flooring and veneer plant, retail yards, with suitable stock of lumber, rail and water shipping facilities. Necessary capital, \$100,000 to \$150,000. For further particulars, reason for selling, etc., write J. S. EMERSON, Pacific Bldg., Vancouver, B. C.

AN UP-TO-DATE BOX FACTORY

With modern machinery, doing a thriving, profitable business, with 2 years of good orders on hand. In a Virginia gateway. Good territory for lumber and labor. Need a practical man. Will sell outright but prefer to sell and co-operate. Can furnish plenty of work. Address "BOX 49," care HARDWOOD RECORD.

FOR SALE

A going, growing Business.
 Veneer Factory, which during the past 15 years has established for itself an exceptionally high standing with the buying public, specializing on bird's-eye maple. Fireproof buildings, fully equipped, in excellent condition. Located in good town in Michigan, near log supply. Force of experienced, satisfied workmen and more to be had as desired. Present owner has made marked success and is well rated in Dun's, Bradstreet's. Has reached that age when he wishes to retire. Will gladly co-operate with new management in getting started. With such a foundation to build on, a younger, active manager can develop and grow. Buildings, land, good will and stocks on hand valued at approximately \$50,000. Terms. Address "BOX 33," care HARDWOOD RECORD.

OREGON AND CALIFORNIA

Railroad Co. grant lands. Title to same re-vested in United States by act of Congress dated June 9, 1916. 2,300,000 acres to be opened for homesteads and sale. Agricultural and timber lands. Conservative estimate forty billion feet of commercial lumber. Containing some of the best land left in United States. Large map showing land by sections and description of soil, climate, rainfall, elevation, etc. Postpaid One Dollar. GRANT LANDS LOCATING CO., Box 610, Portland, Oregon.

MISCELLANEOUS**WANTED QTD. W. OAK FLITCHES**

to saw. I have veneer mill doing custom veneer sawing. Manufacturers of qtd. W. Oak flitches take notice. Let me saw your flitches into veneer and you receive handsome veneer profit. My price is reasonable. Can sell output of my plant on contract. Address "BOX 50," care HARDWOOD RECORD.

FOR SALE

50 Lumber Hand Trucks, construction two iron wheels, wooden beds, substantially built yet light weight, for use on tramways, or around planing mills or woodworking plants. For particulars write H. A. McCOWEN & COMPANY, Memphis, Tenn.

FOR SALE

Hardwood Sawmill Site, with power and machinery suitable for reconstruction if required, including all or any part 9,000-acre tract Hardwood—large percentage Gum, Forked Leaf White Oak and Slick Bark Hickory. Railroad and water transportation. Write us for particulars. Address "BOX 50," care HARDWOOD RECORD.

HARDWOODS FOR SALE**LUMBER****ASH**

NO. 1 C., brown, 4/4", good width, 50% 14 & 16", 2 yrs. dry; NO. 1 C., white, 4/4", good width, 50% 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C., 4/4", band sawed. BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS ¾", COM. & BTR., black 4/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

COM & BTR. ½" & ¾", reg. width and lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

FAS 4/4, 5/4, 6/4, 10/4 & 12/4"; NO. 1 C. 5/4, 6/4 & 8/4". WOOD-MOSAIC COMPANY, New Albany, Ind.

FAS, brown, 4/4", 6" & up, standard lgth., 2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4 to 16/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

BASSWOOD

FAS 6/4"; NO. 1 C. 5/4 & 6/4"; NO. 2 C. 6/4", all band sawed. BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR. 5/4 & 6/4"; NO. 3 C. 4/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 1 C. 10/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

BEECH

NO. 1 & BTR., 4/4", av. width and lgth., 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

BIRCH

FAS & NO. 1 C., both white, 4/4", good width, 50% 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C., 4/4", reg. width, 50% 14 & 16", 1 yr. dry. LITTLE RIVER LBR. CO., Townsend, Tenn.

NO. 1 C. & BTR., unsel., 6/4 & 8/4"; FAS, sel. red, 6/4"; 1 & 2 FACE STRIPS, 1x4".

MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 1 & BTR., red, 4/4 to 8/4", 5" & up, 8" and longer, 10 mos. dry; NO. 1 & BTR., unsel., 4/4 to 8/4", av. width and lgth., 10 mos. dry; 1 & 2 FACE, 4/4, 5" wide, 6" & longer, 10 mos. dry; 1 & 2 FACE, 4/4, 5" wide, 6 & 8", 10 mos. dry; NO. 2 & 3 C., 4/4", ran. width and lgth., 1 yr. dry. RICE LAKE LBR. CO., Rice Lake, Wis.

CHERRY

FAS & NO. 1 C. both 4/4", good widths, 50% 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4", band sawed. BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS ¾", COM. & BTR. 4/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

NO. 1 C. & BTR. 4/4", ran. width and lgth., 8 to 14 mos. dry, exceptionally free from spots. J. V. STIMSON, Huntingburg, Ind.

FAS 4/4", 10" & wider, av. width, 15½", 40 to 50% 14 & 16" long. WOOD-MOSAIC COMPANY, New Albany, Ind.

FAS, 1 face, 4/4", 6" & up, standard lgth., 2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 2 C. 4/4 to 10/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

CHESTNUT

FAS 4/4", good widths, 50% 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS & NO. 1 C. 4/4", both band sawed. BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 4/4 to 8/4", 6" & up, standard lgth., 18 mos. dry; NO. 1 C. 4/4 to 8/4", 4" & up, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 1 C. 6/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4 to 8/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

CHITTUM

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

ELM—SOFT

NO. 1 & 2 C. 4/4"; NO. 2 C. & BTR. 6/4 & 8/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

LOG RUN 4/4 & 12/4", reg. width and lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

NO. 3 & BTR., 4/4", av. width and lgth., 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

NO. 1 C. 6/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

ELM—ROCK

LOG RUN, 8/4", reg. width and lgth., 4 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

GUM—SAP

BOX BOARDS 4/4", 8 to 12", reg. lgth., months dry; BOX BOARDS 4/4", 13 to 17", reg. lgth., months dry. NICKEY BROS., INC., Memphis, Tenn.

NO. 1 C. 5/4 & 6/4", reg. width and lgth., 3½ mos. dry; FAS 6/4 & 8/4", reg. width and lgth., 3½ mos. dry. PHILIP A. RYAN LBR. CO., Lufkin, Tex.

NO. 2 C. 4/4", reg. width and lgth., 4 mos. dry; NO. 2 C., 8/4", reg. width and lgth., 6 mos. dry. SOUTH TEXAS LBR. CO., Houston, Tex.

GUM—QUARTERED RED

COM. & BTR. 4/4", ran. width and lgth., 4 mos. dry, sliced boards highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR STRIPS 4/4", 2½-3½", reg. lgth., dry; FAS, FIG, 4/4", 5" & up, reg. lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

FAS & NO. 1 C. both 4/4", reg. width and lgth., 10 mos. dry; FIG, 4/4", reg. width and lgth., 1 yr. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4", band sawed. BABCOCK LUMBER CO., Pittsburgh, Pa.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

HARDWOODS FOR SALE

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16 1/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

NO. 1 C., 4/4 to 16 1/4", 4" & wider, 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C. & BTR. 7/4": NO. 3 C. 8/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 1 C. & BTR. 4/4 to 12 1/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

OAK—PLAIN RED

BRIDGE PLANK, 8/4, 6" & wider, 12' long. BLISS-COOK OAK CO., Blissville, Ark.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8": FAS 5/4", 11" & up. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

FAS 4/4", 25% 12" & up, 50% 14 & 16", 4 to 9 mos. dry; NO. 1 C. 4/4", 25% 10" & up, 60% 14 & 16", 4 to 8 mos. dry. LIBERTY HARDWOOD LBR. CO., Big Creek, Tex.

FAS 4/4", reg. width and lgth., 3 mos. dry; FAS 6/4", reg. width and lgth., 2 mos. dry; NO. 1 C. 5/4", reg. width and lgth., 3 mos. dry; NO. 1 C. 6/4", reg. width and lgth., 2 mos. dry. PHILIP A. RYAN LBR. CO., Lufkin, Tex.

NO. 2 C. 4/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

NO. 1 C., 4/4", reg. width and lgth., 8 mos. dry; NO. 2 C., 4/4", reg. width and lgth., 10 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

FAS & NO. 1 C., both 8/4", ran. width and lgth., 6 to 8 mos. dry. J. V. STIMSON, Huntingburg, Ind.

FAS 4/4, 5/4, 6/4, 8/4 & 10 1/4": NO. 1 C. 4/4, 5/4 & 6/4", bone dry. WOOD-MOSAIC COMPANY, New Albany, Ind.

ALL grades 4/4 to 16 1/4", reg. width, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4 to 16 1/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

NO. 2 C. 5/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

OAK—QUARTERED RED

COM. & BTR. 4/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

FAS 3/8, 1/2 & 3/4", 6" & up, reg. lgth., dry; CLEAR STRIPS 4/4", 2 1/2-3 1/2", 4-4 1/2" and 5-5 1/2", reg. lgth., dry; CLEAR SAP STRIPS 4/4", 2 1/2-3 1/2", reg. lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

FAS 4/4", reg. width and lgth., 1 yr. dry; NO. 1 C. 5/4", reg. width and lgth., 1 yr. dry. STIMSON VENEER & LBR CO., Memphis, Tenn.

FAS 3/4, 4/4, 5/4 & 6/4". WOOD-MOSAIC COMPANY, New Albany, Ind.

OAK—PLAIN WHITE

NO. 1 C. 8/4 & 12 1/4", 4" & wider, 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. & NO. 2 C., both 4/4", reg. width and lgth., dry. H. G. BOHLSEN MFG. CO., New Caney, Tex.

NO. 1 C. 4/4", 25% 10" & up, 60% 14 & 16", 4 to 8 mos. dry. LIBERTY HARDWOOD LBR. CO., Big Creek, Tex.

COM & BTR. 3/8", 6" & up, reg. lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

NO. 1 C. 5/4", reg. width and lgth., 5 mos. dry; NO. 1 C. 6/4", reg. width and lgth., 3 mos. dry. PHILIP A. RYAN LBR. CO., Lufkin, Tex.

NO. 2 C. 4/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

FAS 4/4", reg. width and lgth., 6 mos. dry; NO. 2 C., 4/4", reg. width and lgth., 8 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

FAS 4/4", ran. width and lgth., 10 mos. dry; FAS 5/4", ran. width and lgth., 14 mos. dry; FAS & NO. 1 C. both 8/4", ran. width and lgth., 6 to 8 mos. dry; NO. 1 C. 6/4", 8", ran. lgth., 16 mos. dry; FAS 5/4", ran. width and lgth., 16 mos. dry. J. V. STIMSON, Huntingburg, Ind.

FAS & NO. 1 C. both 4/4", reg. width and lgth., 10 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

ALL grades 4/4 to 6 1/2", reg. width, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4 to 16 1/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

NO. 1 C. 8/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

OAK—QUARTERED WHITE

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS 3/8, 1/2 & 5/8"; CLEAR STRIPS 4/4", HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

COM. & BTR. 1/4", reg. width and lgth., dry; FAS 3/8, 1/2, 5/8, 3/4 & 8/4", reg. width and lgth., dry; CLEAR STRIPS 4/4", 2 1/2-3 1/2", 4-4 1/2" and 5-5 1/2", reg. lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

NO. 2 C. 4/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

NO. 2 C., 4/4", reg. width and lgth., 1 yr. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

FAS 4/4", ran. width and lgth., 1 yr. dry. CLEAR STRIPS 4/4", 2 1/2-4 1/2", ran. lgth., 16 mos. dry; CLEAR STRIPS 4/4", 2 1/2-3 1/2", ran. lgth., 20 mos. dry; CLEAR STRIPS 4/4", 2 1/2-3", ran. lgth., 22 mos. dry; NO. 1 C. STRIPS 4/4", 2-4", ran. lgth., 22 mos. dry. J. V. STIMSON, Huntingburg, Ind.

FAS 1/2, 3/4, 4/4 & 5/4", reg. width and lgth., 1 yr. dry; FAS 4/4", reg. width and lgth., 11 mos. dry; NO. 1 C. 1/2, 4/4 & 6/4", reg. width and lgth., 10 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

NO. 1 C. & BTR. 4/4 to 12 1/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

OAK—MISCELLANEOUS

TIMBERS, mixed, 6x6 to 12x12—10 to 20', mostly 6x6 to 8x8—12, 14 & 16", square edge and sound, band sawed, ends carefully trimmed and painted to prevent season checking. SOUTHERN PINE LBR. CO., Texarkana, Tex.

POPLAR

NO. 2 A 4/4", band sawed. BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8": COM. & BTR. 4/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

FAS 4/4 & 6/4", reg. width, 50% 14 & 16" kiln dried; NO. 1 & PANEL, 4/4", 18 to 23", 50% 14 & 16", 6 mos. dry. LITTLE RIVER LUMBER CO., Townsend, Tenn.

COM. & BTR., 5/8 & 4/4", ran. width and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

FAS, 3/4, 4/4, 5/4, 6/4, 8/4, 10/4, 12/4 & 16", 7 to 17". WOOD-MOSAIC COMPANY, New Albany, Ind.

ALL grades 5/8 to 16 1/4", reg. width, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4 to 8/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

WALNUT

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

LOG RUN 5/8", reg. width and lgth., dry; FAS & NO. 1 C. 4/4", reg. width and lgth., dry; NO. 2 C. 4/4, 5/4 & 8/4", reg. width and lgth., dry; COM. & BTR. 5/4, 6/4 & 8/4", reg. width and lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

FAS 4/4", 6 to 16" wide, 6 & 7' lgths., \$97; FAS 4/4", 6 & 7" wide, 8 to 16' lgths., \$110; FAS, QTD., 4/4", 8 to 16' lgths., \$120; NO. 1 C., 4/4", 6" & wider, \$52; NO. 1 C., 5/4", 6" & wider, \$59; NO. 1 C., QTD., 4/4", \$55. SPECIAL stock, QTD., 4/4", clear of knots, 4 & 5" width, 6' & longer, \$72; 4/4", clear sap steamed, of common dimensions, \$55. PICKREL WALNUT CO., St. Louis, Mo.

NO. 1 C. 4/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

FLOORING

BIRCH, CLEAR, 13/16x2 1/4", 2 to 16'; MAPLE, FCTY., 1 15/16x2 1/4", 1 to 16', extra good quality; PRIME, 13/16x4" and 1 1/16x4", 1 1/2 to 16',

both good lgths. and quality; CLEAR 1 1/16x 2 1/4", 2 to 16'; ALL grades 1 1/16x2 1/4" and 13/16 x2 1/2". KERRY & HANSON FLOORING CO., Grayling, Mich.

VENEER—FACE

GUM—RED

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—PLAIN

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

WALNUT

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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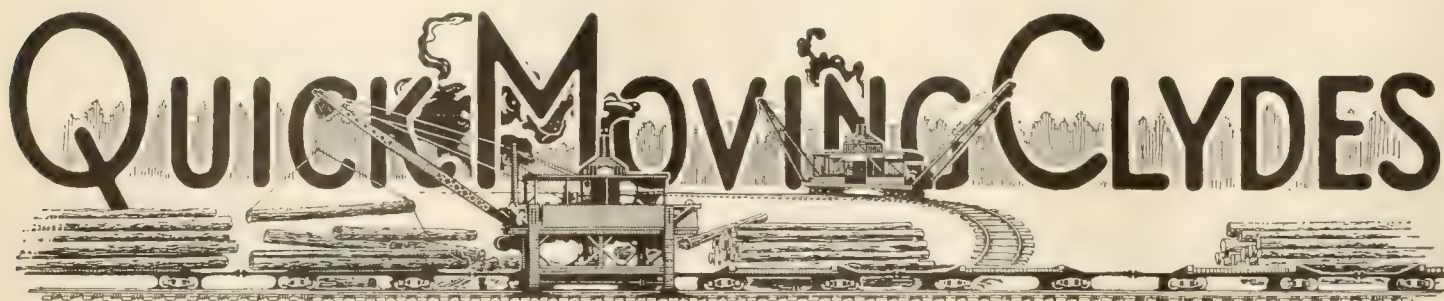
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QUICK MOVING CLYDES



The Human Element in a Logging Operation

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.



FOUR LOGS ON TWO LINES

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SEND FOR A SAMPLE COPY
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CLYDE IRON WORKS

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DULUTH, MINNESOTA

U. S. A.



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Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany and Quarter-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

EAST JORDAN LUMBER CO.

—Manufacturers—

"IMPERIAL"
Maple Flooring

EAST JORDAN, MICH.

ATTENTION

"CHIEF BRAND" Maple and Birch Flooring

in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co.
Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

"IDEAL" Steel Burnished

Rock Maple Flooring

is the flooring that is manufactured expressly to supply the demand for the best. It is made by modern machinery from carefully-selected stock, and every precaution is taken throughout our entire system to make it fulfill in every particular its name—"IDEAL."

Rough or Finished Lumber—All Kinds

Send Us Your Inquiries

I. STEPHENSON CO., Trustees
Wells, Michigan

We have the following dry stock to offer:

20,000' of 1" No. 3 Common Soft Elm
50,000' of 1" No. 3 Common Birch
15,000' of 10/4" No. 3 Common Rock Elm
12,000' of 6/4" 1st & 2nds Hard Maple
100,000' of 8/4" No. 3 Com. Hard Maple
12,000' of 5/4" 1st & 2nds Unsel. Birch

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.

WISCONSIN AND MICHIGAN HARDWOODS

BONE DRY WISCONSIN BIRCH

2 CARS 4/4 FASRED BIRCH
3 CARS 4/4 No. 1 Common.....RED BIRCH
2 CARS 6/4 FASRED BIRCH
1 CAR 6/4 No. 1 Common.....RED BIRCH
2 CARS 4/4 FASUNSELECTED BIRCH
5 CARS 4/4 No. 1 Com...UNSELECTED BIRCH
5 CARS 4/4 No. 2 Com...UNSELECTED BIRCH
3 CARS 6/4 FASUNSELECTED BIRCH

Can furnish limited amounts 5/4 and 8/4 in above cars.

Let us quote you our prices

RICE LAKE LUMBER CO.

Yard and Mills, RICE LAKE, WISCONSIN

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

**HAVE FOLLOWING STOCK AT
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100 M ft of.....6/4 No. 3 Common BIRCH
15 M ft. of.....10/4 No. 1 Common & Better BIRCH
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50 M ft. of.....6/4 No. 3 Common SOFT ELM
100 M ft. of.....6 ft. COAL DOOR LUMBER

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The Foremost Hardwood Market of the East

**Standard Hardwood
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OAK, ASH AND CHESTNUT
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T. SULLIVAN & CO.
Hardwoods
Ash and Elm
NIAGARA—CORNER ARTHUR

Atlantic Lumber Company
HARDWOODS
WEST VIRGINIA SOFT RED AND WHITE OAK
Our Specialty: West Virginia and Pennsylvania Cherry
1055 Seneca Street

Taylor & Crate
HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
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times at our two big Buffalo Yards

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of All Kinds 1142 Seneca St.

G. ELIAS & BRO.
HARDWOODS
White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring
955-1015 Elk Street

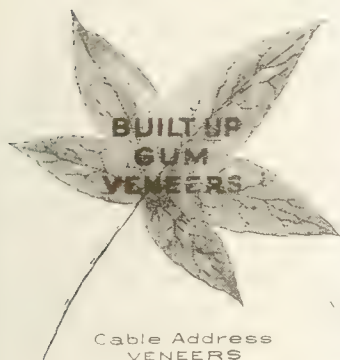
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OUR SPECIALTY:
QUARTERED WHITE OAK
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INCORPORATED
EVERYTHING IN HARDWOODS
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OUR SPECIALTY
Plain and Quartered Red
and White Oak and Ash
940 SENECA STREET

Blakeslee, Perrin & Darling
A Complete Stock of Seasoned Hardwoods
including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.
1100 Seneca Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

S. B. ANDERSON,
PRESIDENTC. J. TULLY,
VICE PRES.H. B. ANDERSON,
TREASURERH. B. ANDERSON,
TREASURER

ANDERSON-TULLY COMPANY

MANUFACTURERS OF

HARDWOOD LUMBER-VENEERS.

PACKING BOXES - EGG CASES.

MEMPHIS, TENN.

U.S.A.

April 25, 1917.

Mr. Buyer of
Southern Hardwoods and Veneers,
Everywhere.

Dear Sir:

While this is not exactly a Confession, we will have to admit that we have not been able to serve our friends this past year as we would like to, or as we have been in the habit of doing during normal conditions. The unprecedented demand for southern hardwoods together with the car shortage have placed us, as well as every other lumber manufacturer, in an embarrassing position at times, for our stocks have been more or less broken.

But - and here is the silver lining - in spite of the conditions which the whole industry has been forced to meet; it is fortunate for you that our facilities are such - comprising as they do five large saw-mills, and a veneer plant cutting gum core stock and crossbanding - that we are still able to cater to both your immediate and future wants.

Wouldn't it be good business to link your organization to ours? Tie your factory to a base of supplies that is practically complete?

Send for our stock list of both green and dry hardwoods, then let us quote on your requirements. It would be to your advantage to anticipate as far ahead as possible so as to insure you the delivery you wish.

Yours until the last car is shipped,

ANDERSON-TULLY COMPANY.

SAT-B.

P. S: "ATCO" stands for exceptional service - the desire and ability to furnish you with the If-I-Were-You kind - GOLDEN RULE QUALITY.

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

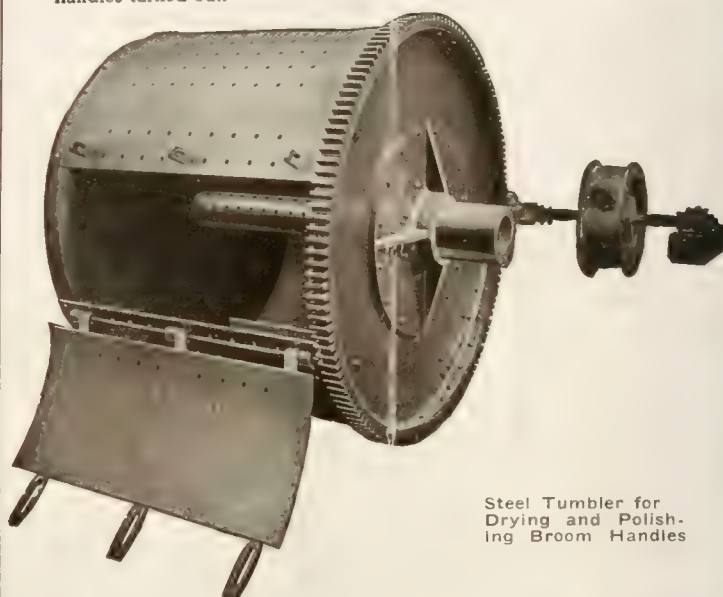
WANTED TO BUY

- 5 cars 2x2—30" Clr. Sap Gum Squares
- 2 cars 2½x2½—30" Clr. Sap Gum Squares
- 2 cars 2x2—19" Clr. Dry Oak
- 5 cars 2x2—30" Clr. Oak
- 2 cars 2x2—27" Clr. Oak
- 2x2—38" Clr. Oak
- 2x2—48" Clr. Oak
- 2 cars 1x4 & wdr. 43 & 46" Qtd. White Oak, clear one face, 2 ends and 2 edges
- 5 cars 1x4 & wdr. 43 & 46" Plain Oak, clear one face, 2 ends and 2 edges.
- 5 cars 1x4 & wdr. 18" long Clear Red & White Oak

The PROBST LUMBER CO.
CINCINNATI, OHIO

Broom Handle Machinery

Let us tell you about our **STEEL TUMBLERS FOR DRYING AND POLISHING BROOM HANDLES**. This system is rapidly supplanting all others. More economical; less time required for drying; no polishing afterwards; greater per cent of straight handles turned out.



Steel Tumbler for Drying and Polishing Broom Handles

CADILLAC MACHINE COMPANY

Complete Line of Broom Handle Machinery

CADILLAC, MICH.



Goodyear Products

BIRCH

Average widths and lengths

4/4 No. 3.....	8 mos. dry
5/4 No. 3.....	4 mos. dry
3/4 No. 3.....	8 mos. dry
5-8 No. 3.....	8 mos. dry

BASSWOOD

Average widths and lengths

3 4 No. 2 & btr.....	8 mos. dry
----------------------	------------

MAPLE

Average widths and lengths

4/4 No. 2.....	4 mos. dry
3/4 No. 2.....	8 mos. dry

It will be a special pleasure to show you our Birch and Maple. It is all in the upper grades and particularly high-class stock.

Our attention has been focused on the proper manufacture of this lumber, its careful grading and on being able to assure full thicknesses.

C. A. Goodyear Lumber Co.
McCormick Building Chicago, Illinois
Mill located at Tomah, Wis.

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, MAY 10, 1917.

Subscription \$2.
Single Copies, 15 Cents.



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—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

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THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

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FRANK B. LANE, Houseman Bldg.



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GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C.	{ MILLS }	Porterwood, W. Va.
Jacksonville, N. C.		Wildell, W. Va.
Hertford, N. C.		Mill Creek, W. Va.

Willson Bros. Lumber Co.

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MAIN OFFICE:

PITTSBURGH, PA.

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale-
sellers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock	
Long and Short Leaf Pine	Virginia Framing
Finance Bldg.	PHILADELPHIA

The Kneeland-Bigelow Company

Manufacturers of

Hardwood Lumber
BAY CITY MICHIGAN

"STEARNS" QUALITY LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

William Horner

Manufacturer of

"Smoothest"

MAPLE, BEECH & BIRCH
FLOORING

MILLS:

Reed City and
Newberry, Mich.

Reed City, Mich.

Sole European Sales Agents: TICKLE BELL & CO.
Royal Liver Bldg., Liverpool, England

CHICAGO

The Largest Lumber Center in the World

J. RAYNER CO.

INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER

CARROLL AVE. AND SHELDON ST.
CHICAGO

10,000,000 Ft. Capacity.

"The Big Red Shed"

WILL HANDLE ANY ORDER



Air
Dried

Kiln
Dried

HARDWOODS

W. O. KING & COMPANY

2452 LOOMIS STREET, CHICAGO

SAVE YOUR MONEY BY USING THE

RED BOOK Published Semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

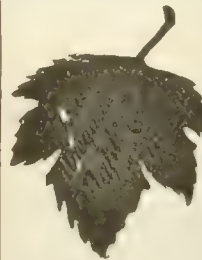
Lumbermen's Credit Assn., Established 1878

608 So. Dearborn St.
CHICAGO

Mention This Paper

55 John St.
NEW YORK CITY

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts. CHICAGO, ILL.

COUNTERFEIT CHECKS

are frequent except where our

Two Piece Geometrical Barter Coin is in use, then imitation isn't possible. Sample if you ask for it.

S. D. CHILDS & CO.

Chicago
We also make Time Checks, Stencils and Log Hammers.



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General Offices, 111 W. Washington St.
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Oak, Ash, Cottonwood, Elm, Gum

CHICAGO, ILLINOIS

BAND MILLS
Helena, Arkansas—Kanema, Arkansas

PREPAREDNESS

for coming good times will make you
SEND US YOUR INQUIRIES FOR

Our Specialties Oak, Gum, Cypress

CLARENCE BOYLE, Inc.

WHOLESALE LUMBER

LUMBER EXCHANGE BLDG.

Yards at Forest, Miss. CHICAGO Band Saw Mill Wildsville, La.

"WE ARE GETTING RESULTS"
WRITES ONE ADVERTISER

This Means That He Is Getting

NEW BUSINESS

Through His Ad

If we can do it for him is there any logical reason why we can't for you?

MAKE US PROVE IT

HARDWOOD RECORD, CHICAGO

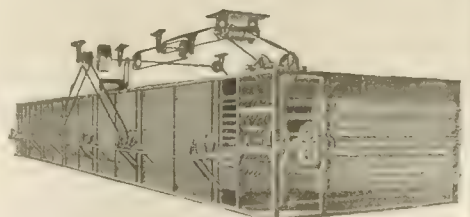
Proctor
DRYERS

for **VENEER**

No checks or splits. Enormous output. Low labor cost.

The Philadelphia Textile Machinery Co.

Philadelphia



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*



*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

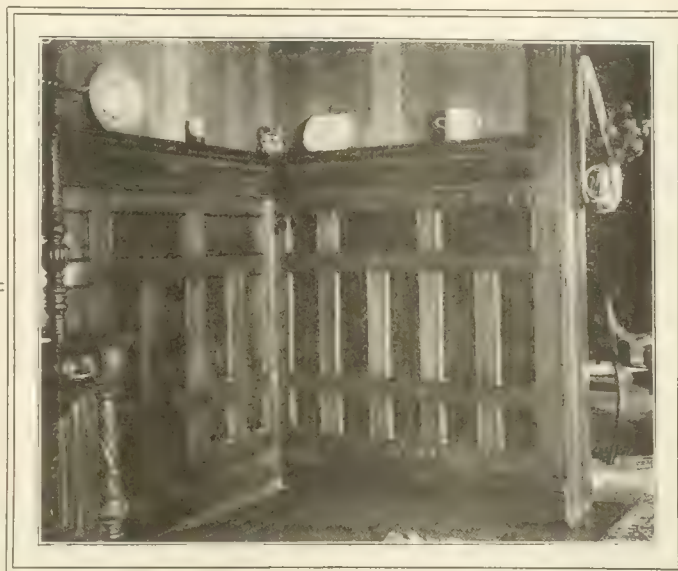
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

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WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 40.)
Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page 36.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 38.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 5.)

INDIANA

Holman Brothers Company, Fort Wayne. (See page 10.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Barnaby, Greencastle. (See page 41.)
J. V. Stimson, Huntingburg. (See page 52.)
Wood-Mosaic Company, New Albany. (See page —.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 40.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.
a, b—Cyrus C. Shafer Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 35.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page —.)

LOUISIANA

The Ferd. Brenner Lumber Company, Alexandria.
Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
Climax Lumber Company, St. Landry.
Thistedwalte Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI

b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page 36.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hdq. Dept., Kansas City, Mo. (See page 40.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Peaso Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston. Sales Office, Chicago. (See page 10.)
c—Arkia Lumber & Manufacturing Company, St. Louis.
J. A. Holmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Holaday Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 43.)
a, b—Duhmeier Brothers & Co.
The John Dulweber Company.
a, b—Mowbray & Robinson Company. (See page 39.)
a, c—Probst Lumber Company. (See page —.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Johnson City Lumber & Manufacturing Co., Johnson City.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 8.)

MEMPHIS

Anderson-Tully Company. (See page 2.)
J. H. Bonner & Sons. (See page 40.)
b—Geo. C. Brown & Co.
Goodlander-Robertson Lumber Company.
Memphis Band Mill Company.
Russe & Burgess, Inc.
c—J. V. Stimson Hardwood Company.
J. W. Wheeler & Co.

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

H. G. Bohlissen Mfg. Co., New Caney. (See page 9.)

VIRGINIA

c—U. S. Spruce Lumber Company, Marion.

WEST VIRGINIA

b, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Timber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.

a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.

KNOXVILLE, Tennessee

Is at Your Service

IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

WALNUT

POPLAR

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO.....Knoxville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY.....Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY....Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.



TEXAS—

The newest star in the Hardwood firmament

"Ultimately the main source of Hardwood supply"

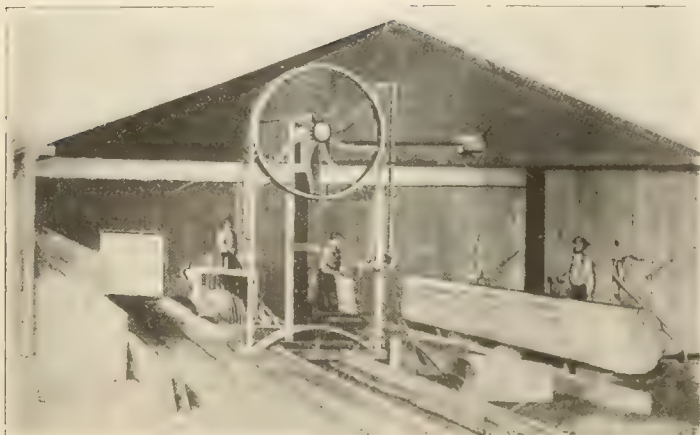
Not every hardwood buyer has learned to look to Texas for supply, but the reputation of Texas hardwoods is rapidly spreading with the result that more and more buyers are sending their inquiries to responsible Texas manufacturers.

TEXAS WHITE and RED OAK is now being used in practically every important consuming center because of its desirable color, figure, texture, widths and lengths—*and those who have tried it continue to buy.* It is being used for every purpose for which oak is employed. It is well manufactured and properly graded when made by the mills named below.

H. G. BOHLSEN MANUFACTURING CO.....	New Caney, Texas
LIBERTY HARDWOOD LUMBER CO.....	Big Creek, Texas
PHILIP A. RYAN LUMBER CO.....	Lufkin, Texas
SOUTH TEXAS LUMBER CO.....	Houston, Texas
	(Mill at Onalaska, Texas)
SOUTHERN PINE LUMBER CO.....	Texarkana, Texas
	(Mill at Diboll, Texas)

See Lists of Stock on Pages 45-46

Texas mills also manufacture Red Gum, Ash, Elm, Cottonwood, Magnolia,
Hickory, Cypress, Tupelo



First Band Mill erected by Hoffman Brothers in 1869 on our present site. Half a century experience behind our goods.

H HEADQUARTERS
HOOSIER
HARDWOODS



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FORT WAYNE, IND.
Established 1867 Incorporated 1904

Baker-Matthews Lumber Co.
SIKESTON, MO.
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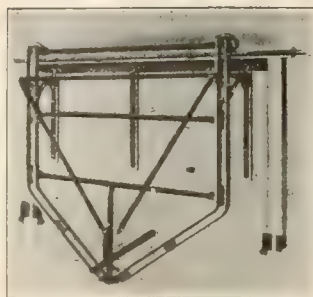
For the last forty days we have had practically no trouble in securing cars and at present are in the best possible position to make

Prompt Shipment
of

DRY OAK

Plain and Qtd.—All Grades—All Thicknesses
MIXED CARS

Dry Kiln Door Carrier Co.



Carrier Ready to Lift Door

Heat
Time
Trouble
Money

by using the
Door Carrier System

THOUSANDS ARE IN USE
THEY OPERATE PERFECTLY
on doors of any size, on
OLD OR NEW KILNS
INDIANAPOLIS, IND.



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We are honestly convinced that there would be a mutual advantage in our knowing each other.

IF YOU ARE BUYING NOW OUR
STOCK LIST WOULD HELP YOU

Maples Lumber Co.
KNOXVILLE, TENNESSEE



Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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No. 2



Review and Outlook



General Market Conditions

IN THE FACE of tremendous events in which we are now fully involved, in view of the increasing popular realization that we are actually at war, it is impossible to conceive that there could be no change whatever in the trend of our domestic affairs. Events are bound to move and to take their courses in new channels—the question is what will be the direction of these new forces? The plain facts of the case are that whether we went to war or not the conditions that have been mainly responsible for increasing building cost would have been manifest; the call on our raw materials, our manufacturing facilities, our labor would have continued regardless of action on the part of this government. That exigency has already been foreseen and met as far as it was possible to meet it. We are speaking now of developments that might affect the lumber business. In that particular then this situation has resulted in diverting so much raw material, so much manufacturing equipment and space, and so much labor to war purposes as to constantly accelerate the ultimate cost going into building construction and to gradually clamp the lid a little tighter on building operations.

The inevitable final outcome was that the slackness in building would become perceptible and it has now reached a point where it really is having some influence on the use of lumber. This is a condition though that applies only to certain types of buildings which are not intended to be productive.

Regardless of the degree of our active participation in the war and of our remoteness from the probability of having the destructive forces of the war brought home to us, it is impossible for a nation to enter such a conflict as this without there being at least a measure of psychological reaction. Wise men are counseling against the hysterical advocating of ultra-economy, but it is hardly likely that the momentum which our prosperity has given the domestic trade could be seriously or generally affected by the mental effect of our entering into the war. On the other hand, sensational increases in the cost of the necessities to life bring home to the average householder the fact that if he is to maintain his ratio of savings and at the same time his standard of living, he must cut off investments that are not strictly essential. So here the psychological effect has its play—many homes will not be built which would otherwise have now been in the process of construction. Many pieces of furniture will stay unmade or remain in warehouses or retailers' stores because the man of average means realizes the necessity of safeguarding the future of his family.

The hardwood trade is unfortunate in that it handles a raw material which goes to some extent into what in fact are luxuries. So while there is not the slightest likelihood of panicky conditions; while

just as much money will be spent as before; while financially the country is getting stronger every day, the peculiarities of the hardwood lumberman's position are such that as usual he probably would feel any pinch sooner than the man in almost any other line.

Looking in the other direction, there comes before the immediate perception the fact that hardwood values are climbing daily and that many mills are sold up as many as six to nine months ahead; that there has been no possibility of catching up in supplies with the demand that continues; and that there are promising, new fields which will without question divert so much lumber from the usual channels as to more than make up for the decreased use in the ordinary fields of consumption. In spite of all unfavorable prognostications, that old, reliable barometer of authentic comparison of statistics on supplies and statistics on consumption, points to no possibility of serious interruption in the movement of hardwood lumber. At the same time the forces working towards that end are economically logical and are already apparent. It doesn't seem now that they can become powerful enough to affect the issue, but good business and common prudence point to the desirability of fully realizing their significance and extent and of not discounting their importance to plans for the future.

The Cover Picture

IN THESE PATRIOTIC TIMES when the Star Spangled Banner is read and sung on numerous occasions, it is appropriate that something relating to the writer of that song should occasionally be brought before the public. This the HARDWOOD RECORD is able to do as a cover picture for this issue. It is the tomb and monument of Francis Scott Key. The photograph was taken last fall in the cemetery at Frederick, Md., by a representative of this paper. It may be noted that no flag floats over or near the monument, though a flag is represented in the bronze casting on the front of the granite.

At the time the photograph was made the trees in the background were dressed in their autumn colored leaves, and the red of the foliage was little less conspicuous than the red on the national flag; and on that account, the flag was not particularly missed at that time.

The town of Frederick is very proud of its cemetery, which is an old one and remarkably rich in historical associations. The surrounding country is reputed to be the wealthiest farming district in the United States, and persons who have seen southern France say that the country around Frederick does not suffer in the least in comparison with the finest vineyards of that country. From the summit of the ridge where the cemetery is located, and looking down into the valley,

The towers of Frederick stand
Green-walled by the hills of Maryland.

The grave of Barbara Fritchie, made famous by Whittier's well-known poem, is in the same cemetery, as is that of Admiral Schley, the hero of the battle of Santiago. These graves of famous people are surrounded by the humbler tombstones of thousands of the town's people who have died within the past century and a half:

Each in his narrow cell forever laid,
The rude forefathers of the hamlet sleep.

One whole section of the cemetery is filled with the graves of unknown dead; Confederate soldiers who fell in battle within sight of the cemetery during General Lee's first invasion of Maryland that ended in the battle of Antietam, which battle was not far from Frederick, westward beyond the next range of hills.

The historical surroundings constitute an appropriate setting for the grave of Francis Scott Key, the author of our most thrilling battle hymn.

This Plan Has a Broad Possibility

IT WAS ANNOUNCED a short time ago that furniture interests were combining to make possible a campaign to educate the home builder and owner to the meaning and the possibilities of harmonious interiors. The tendency of the American household for years has not been along lines that would produce results complimentary to our artistic sense. On the other hand, the last two or three years have seen tremendous and vital changes in the popular conception of the home, and no small measure of this has taken effect in the direction of harmonizing furniture with woodwork and woodwork with furniture as to designs, finishes and general character.

Under normal conditions the movement referred to would have immense significance and would be worthy of the most complete and persistent support by every merchandizer of furniture. Coming now, though, it has a double importance.

It is inevitable that there be some slackening in the purchase of new furniture by the man of small salary, which class in the aggregate accounts for the consumption of a very large percentage of the country's production. On the other hand, the wealth of the country as a whole is increasing constantly and the continuance of economic soundness depends on keeping this wealth moving as much as possible. There is a very large class which will spend because it is not compelled to make any particular safeguards against the future. That class also would ordinarily be appealed to more by the propagandist work of the furniture people and so the campaign would not only have the natural tendency of helping an already healthy situation, but if it serves its purpose properly it will in addition help to maintain a soundly economic condition within the country in the face of veritable upheavals in our national life.

Knocking the Wooden Ship

THE PLAN TO BUILD A THOUSAND WOODEN SHIPS to meet the urgent need for more tonnage has scarcely begun to take shape before objections are heard, and the plan is declared to be impractical. Somebody quotes engineers as authority for the statement that wooden vessels are not strong enough to stand the strain and that the timbers will be broken and the joints loosened by rough usage. In the next sentence the suggestion is put forward that the vessels be of iron.

Possibly the objection is well founded, but it is doubtful. Is the sea any rougher or wood any weaker than in the past when wooden ships sailed every sea, and wooden fleets fought the great naval battles of history? Those ships stood the strain. Wooden men-of-war were strong enough to fire broadsides from forty big guns at once, and to continue firing as long as an enemy ship remained as a target. In those days, all ships were of wood, and they never failed to give good accounts of themselves, whether standing up in battle or sailing on long voyages over distant seas.

When a ship is wanted that can ram its way through the ice packs of the Arctic region, a wooden vessel is chosen. If wood were liable to fail under strains and break under jolts, vessels of wood would hardly be chosen by Arctic explorers.

Critics express a fear that wooden ships will not last long enough to make them worth while. Such a fear is groundless. So far as is known, a wooden ship will last as long as one of iron, and many a wooden vessel has served well during a long period. Some built on the Pacific coast are sound after forty years of ocean travel. Wooden ships built

before the war of 1812 were as sound as a dollar at the time of the Civil War, and stood up in hard battles after 1860. Instances of wooden ships that have endured for a hundred years could be cited.

At this time, when a common purpose to assist the country should animate everybody, it is hoped that no unnecessary knocking will occur. If it is demonstrated that wooden ships ought not be built, then we should build some other kind; but it looks suspicious that in one breath the critics object to wooden vessels and in the next recommend iron.

Where the Money Will Go

IT IS AN OLD AND ACCEPTED SAYING that "you cannot eat your cake and have it." That adage may not be so true as appears at first sight. Take for instance the enormous war fund that the United States is raising. About five billion dollars of it is to be loaned to the Allies. That is fifty dollars for every man, woman, and child in the country, and it is a lot of money. If it were being taken out of this country and to be sent to distant lands, it would be a very serious matter. It would drain our treasuries to the bottom.

That, however, is not to be the case. Very little of the money will leave this country. It will be spent here in the purchase of food, machinery, ammunition, arms, clothing, medicine, lumber, coal, iron, and thousands of other commodities which we can sell. The money will stay here. It will go into quick circulation. Every channel of trade will get a large share. Wages will be good, prices will be good, business will be good. We are furnishing the money to our Allies, but they will spend it in this country. It is a perfect illustration of the fact that one may spend his money and still have it.

It would take a longer look ahead than most of us are capable of to tell what will happen when the war is all over and the time for final settlement arrives. There will probably be some pinching then; but America should not feel much pinch. The business men of this country ought to be out of debt by that time, by using wisely the vast war fund that will have passed through their hands. Fortunes will be made, and they will probably be fairly well distributed among all classes. The country ought to be able to stand a spell of slack business after the war. But it is by no means certain that slack business will come, even after the war. Great lessons of economy, saving, and thrift are being learned everywhere. It is a severe school and its lessons are being thoroughly drilled in.

The lumber business is one that apparently will be improved by the war. There will be home need for lumber and the people will have plenty of money to buy it. A building boom ought to take place. A lot of the five billion dollars ought to find its way into houses, fences, furniture, and business blocks. Excessive profits are not expected, but reasonable profits and excellent business appear certain. These ought to flow from the increased volume of trade that is bound to come.

Recent Lumber Statistics

GOVERNMENT STATISTICS OF LUMBER PRODUCTION for 1914 and 1915 have been published, and the report contains no surprises, no cause for alarm and no reason for elation. The lumber output is neither increasing nor decreasing at a rate to call for special comment. In fact, if the figures show anything remarkable, it is that the cut is holding so nearly to the level of recent years. The average production of lumber for the sixteen years ending with and including 1915, was approximately 37,800,000,000 feet a year. The cut during 1915 was 37,011,656,000 feet, which falls very close to the yearly average. That figures out about 370 feet per capita of population.

No very important changes are shown if the species are considered separately. The supposition in some quarters that the cut of oak is declining is not borne out by the figures. The average output of oak yearly during the sixteen-year period was about 3,300,000,000 feet. In 1915 it totaled 2,970,000,000 feet. That is a little under the average, but no more than may be accounted for by yearly fluctuations.

Yellow poplar keeps up a slow decline, as the record of the past sixteen years shows. The yearly average was about 719,000,000 feet, but the cut in 1916 was only 464,000,000. The cut of yellow poplar was more than twice as much in 1899 as in 1915.

Black walnut has shown a large increase, compared with the average cut for the seven years ending with 1915. The annual average was 34,500,000 feet, and the output in 1915 was 90,000,000. The demand for gunstocks accounts for the increase.



Lumber Cut in Two Years



The Forest Service has published the figures showing the country's output of lumber for the years 1914 and 1915, in bulletin 506. The compilation was done by J. C. Nellis.

The figures go rather fully into the cut by mills of different sizes. Five classes are recognized as follows:

- Class 1, with annual output from 50,000 to 500,000 feet.
- Class 2, with annual output from 500,000 to 1,000,000 feet.
- Class 3, with annual output from 1,000,000 to 5,000,000 feet.
- Class 4, with annual output from 5,000,000 to 10,000,000 feet.
- Class 5, with annual output over 10,000,000 feet.

In 1915 the number of mills of each of the classes, and the total cut of each class that year, are shown below:

Class.	No. of Mills.	Cut in 1915, feet.
1	21,263	3,974,334,000
2	4,198	2,941,264,000
3	3,191	6,201,864,000
4	453	3,224,448,000
5	846	20,669,746,000

The production of lumber by states for the years 1914 and 1915 is given in the table below:

State	1915 (29,951 mills)	1914 (27,506 mills)	State	1915 (29,951 mills)	1914 (27,506 mills)
United States	37,011,656	37,346,023	New Hampshire	500,000	482,744
Washington	3,950,000	3,946,189	New York	475,000	486,195
Louisiana	3,900,000	3,956,434	Ohio	400,000	286,063
Mississippi	2,300,000	2,280,966	Missouri	350,000	370,571
North Carolina	2,090,000	2,227,854	Indiana	350,000	298,571
Arkansas	1,800,000	1,796,780	Montana	328,000	317,842
Texas	1,750,000	1,554,005	Vermont	260,000	249,608
Oregon	1,690,000	1,817,875	Massachusetts	250,000	143,094
Alabama	1,500,000	1,494,732	Oklahoma	230,000	200,594
Virginia	1,500,000	1,488,070	Maryland	165,000	162,097
Wisconsin	1,210,000	1,391,001	Illinois	110,000	66,227
California	1,130,000	1,303,183	Connecticut	90,000	81,883
Florida	1,110,000	1,073,821	Arizona	75,915	78,667
Michigan	1,100,000	1,214,435	Colorado	74,500	102,117
Minnesota	1,100,000	1,312,230	New Mexico	65,787	57,167
West Virginia	1,100,000	1,118,480	New Jersey	45,000	48,748
Maine	1,000,000	992,594	Iowa	35,000	11,443
Georgia	1,000,000	1,026,191	Delaware	25,000	25,517
Pennsylvania	950,000	864,710	South Dakota	22,562	18,744
South Carolina	800,000	701,540	Wyoming	17,000	11,852
Tennessee	800,000	885,035	Rhode Island	15,000	15,902
Idaho	777,000	763,508	Utah	10,892	8,680
Kentucky	560,000	596,392	All other states		15,672

PRODUCTION BY SPECIES

The country's output of lumber by species for 1914 and 1915 is given in the table below.

Kind of wood.	1915 M ft. b. m.	1914 M ft. b. m.	Kind of wood.	1915 M ft. b. m.	1914 M ft. b. m.
Total	37,011,656	37,346,023	Birch	415,000	430,667
Yellow pine	14,700,000	14,472,804	Larch	375,000	358,561
Douglas fir	4,431,249	4,763,693	Beech	360,000	376,464
Oak	2,970,000	3,278,908	Basswood	260,000	264,656
White pine	2,700,000	2,632,587	Elm	210,000	214,294
Hemlock	2,275,000	2,165,728	Ash	190,000	189,499
Spruce	1,400,000	1,245,614	Cottonwood	180,000	195,198
Western yellow pine	1,293,985	1,327,365	Pupelo	170,000	124,480
Cypress	1,100,000	1,013,013	White fir	125,048	112,627
Maple	900,000	909,763	Sugar pine	117,701	136,159
Red gum	655,000	675,380	Hickory	100,000	116,113
Chestnut	490,000	540,591	Balsam fir	100,000	125,212
Yellow poplar	464,000	519,221	Walnut	90,000	25,573
Redwood	420,294	535,199	Lodgepole pine	26,486	18,374
Cedar	420,000	499,903	Sycamore	25,000	22,773
			All other kinds	47,893	55,624

The total production of hardwoods in 1914 was 7,939,184,000 feet, and of softwoods 29,406,839,000.

LUMBER VALUES

A table has been prepared showing the average millrun value, at the mill, of the principal species. The table is shown as follows:

1. Average value of lumber per thousand feet, based on cost, b. based on value of specified grades, 1914 to 1917.

Kind of wood.	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900
Yellow pine	12.41	14.36	13.87	13.29	12.69	12.66	14.02	15.62	9.96	8.46						
Douglas fir	11.54	11.78	11.05	13.09	12.44	11.97	14.12	11.20	9.51	8.67						
White pine	17.44	19.14	18.34	18.93	18.16	18.17	14.11	18.32	14.93	12.69						
Hemlock	13.14	13.68	13.39	13.85	13.95	13.65	15.31	17.01	11.91	9.98						
Spruce	16.38	17.02	16.14	16.62	16.91	16.25	17.33	14.03	11.27							
Western yellow pine	14.32	13.62	13.88	14.26	15.39	15.43	15.67	14.01	11.30	9.70						
Cypress	19.85	20.09	20.14	20.51	20.46	21.40	22.12	21.94	17.50	13.32						
Redwood	13.74	14.13	13.99	15.52	14.80	15.66	17.70	16.64	12.83	10.12						
Cedar	16.10	14.45	13.86	15.53	14.95	18.03	19.14	18.12	14.35	10.91						
Aspen tamarack	10.78	11.96	11.87	12.33	12.68	12.20	13.99	15.50	11.39	8.73						
White fir	10.94	9.86	10.64	11.52	13.10	11.38	15.45	12.91	(*)	(*)						
Sugar pine	17.60	(*)	17.32	18.68	18.14	17.78	19.44	16.11	(*)	(*)						
Balsam fir	13.79	(*)	13.42	14.48	13.99	14.36	16.16	(*)	(*)	(*)						
Lodgepole pine	13.57	(*)	12.41	14.88	16.25	(*)	(*)	(*)	(*)	(*)						
Hardwoods																
Oak	18.73	19.63	19.14	18.76	20.50	21.23	21.23	21.76	17.51	13.78						
Maple	15.21	15.36	15.49	16.16	15.77	16.30	16.84	15.53	14.94	11.83						
Red gum	12.64	12.60	12.11	12.26	13.20	13.08	14.10	13.46	10.87	9.63						
Chestnut	16.17	16.62	16.63	16.23	16.12	16.27	17.04	17.49	13.78	13.37						
Yellow poplar	22.45	24.06	25.46	24.71	25.39	25.30	24.91	24.21	18.99	14.03						
Birch	16.32	17.43	16.64	17.37	16.95	17.42	17.37	17.24	15.44	12.50						
Beech	14.01	13.51	14.09	14.34	13.25	13.40	14.30	14.05	(*)	(*)						
Basswood	18.80	19.26	19.20	20.94	19.50	20.30	20.03	18.66	16.86	12.84						
Elm	16.98	16.87	17.13	18.67	17.52	18.40	18.45	18.08	14.45	11.47						
Aspen	22.15	20.27	21.21	22.47	24.44	25.31	25.01	24.35	18.77	15.84						
Cottonwood	15.36	20.44	18.12	17.78	18.05	15.76	18.42	17.24	14.92	10.57						
Pupelo	12.25	13.61	12.46	12.14	11.87	13.36	14.48	14.11	(*)	(*)						
Hickory	23.35	23.29	22.47	26.15	30.90	29.60	29.50	30.42	23.94	18.78						
Walnut	48.47	(*)	31.70	34.91	42.79	42.63	43.31	42.25	45.64	36.49						
Sycamore	13.86	(*)	13.16	14.10	14.77	14.67	14.38	(*)	(*)	11.04						

1912 values based on limited number of reports.

2 Western red cedar only.

3 Western larch only.

4 Data not obtained.

5 Southern cottonwood only.

Some Ancient Lumber Business

The capture of Bagdad, by the British and the passing of Mesopotamia under the rule of a civilized people, may open a market for American lumber in that region, which covers some 200,000 square miles that were once the garden spot of the world. It is even claimed as the site of the Garden of Eden and the place where Noah built his ark.

The ruins of that vast region have never been half explored. The Turks granted permits grudgingly and always placed obstacles in the way of explorers who wanted to dig in the ruins. One result may be looked forward to with interest. Excavations will throw more light on the lumber business in that region in ancient times, for there must have been a timber trade in spite of the fact that brick was the chief building material.

Wood technologists have identified the wood of some of the old door beams pulled out of mud of forgotten cities near the mouth of the Euphrates river, in the ancient country of Chaldea. The species of wood came as a surprise, for it proved to belong to the Andaman Islands in the remote East Indies. It was a mute testimony to the importance placed on wood as a building material in remote antiquity; for, the route which ships must have taken to carry the timber, following around the whole coast of India as they were obliged to do before the invention of the compass, was about 7,000 miles each way, or 14,000 miles for the round trip. The ships of ancient times could not carry more than 10,000 or 12,000 feet of lumber at a load. A voyage of at least two years was required to land a cargo at its destination. We know nothing of freight charges 6,000 years ago; but if they were measured by modern standards, it may be imagined what the timber cost, laid down on the banks of the Euphrates or Tigris, three thousand years before the days of Nebuchadnezzar.

Another interesting fact may be inferred. The native forests of Mesopotamia must have been exhausted before that remote date; otherwise, contractors would not have brought timber from islands of the eastern Indian ocean. Then, just about when was lumbering at its height in Mesopotamia?

The new order of things that will likely follow the war may stimulate development and exploration in that cradle of the human race, and doubtless many surprises are in store.

If scrap is worth more for fuel than for anything else, and if it is used for fuel, is it wasted?



THREE MILES FROM THE MIDDLE OF TALLAHATCHIE RIVER ON THE LANDS OF THE LAMB-FISH LUMBER COMPANY, CHARLESTON, MISS.



A Visit to the Southland



Memphis, May 4, 1917.—The weather man having overslept this spring, has delayed other things besides the planting of crops. One of them is the receding of the water. Forty days ago the Mississippi river was almost to the point of shutting down mills like May Brothers in south Memphis, and it did close up fifty hardwood mills. This, together with scarcity of cars, made things rather discouraging, although the order file was full and the possibility of getting all the orders wanted at prices advancing day by day was very good.

This is a peculiar condition and a disturbing one, illustrating what water can do. In visiting the plant of the Lamb-Fish Lumber Company, Charleston, Miss., I found the plant had been shut down for four weeks and while the stock of lumber was large because it had been running full tilt last summer, and there were some logs on the banks and a lot of them in the woods along the railroads, the logging department was practically shut down. This is one reason why many factories have wondered where they were at in getting stock.

I made it my business to go down into the woods to see whether the facts were any different in Mississippi than they were in Arkansas and any way along the rivers in the Southland. I discovered the Tallahatchie river, for instance, three miles out of its banks and this practically closed down the Charleston plant.

Logs Mighty Scarce Around Memphis

I noticed that John Dickson's logging company that supplies most of the logs to the Memphis mills was embarrassed by the fact that they could not get out a full quota of timber on account of high water and that equipment was harder to get to supply the mills. I had the opportunity of having a golf game with Mart Brown, who has mills at Allport, Furth and Brasfield, Ark., and they were all shut down. Why? High water, lack of cars and not being able to get even railroad logs into the plant, therefore, Mart and I went out and played golf to hold up our chins as well as possible. I tried to make it interesting for Mart, but had it not been for the fact that Roland Darnell is having trouble of his own down in Mississippi, and playing rather a

mixed quality of golf, we could not have entertained Brown at all. His mind was on the hope that the receding waters would get more timber on the yards in order to fill the orders on hand and take advantage of the present juicy prices for gum.

Must Know Costs in Veneer Manufacture

I then went out to see Robert Stimson at the Stimson Veneer & Lumber Company, and found they were having the same difficulty. Plenty of logs down in Mississippi, but the waters were interfering with getting them to the railroad and getting equipment enough to deliver them to their mill. The veneer plant was running—the sawmill was shut down. There was a good stock of lumber on the yard but it was largely sold and each day indicated orders for veneer and lumber were theirs to take if they could give any kind of deliveries. Robert was very much interested in the problem of getting everything out of the log when you can get them, and his veneer plant indicated a systematic handling of stock that meant better utilization of timber. Still in discussing the question of price of figured logs, he said, "I do not see how any one can figure there is any great money in the production of a veneer plant when you consider the cost of special timber for particular stock, the advanced price of logs, the waste, the handling and assorting of material, preparation of panels, which means a lot of detail and a lot of waste. The man who does not carry the cost sheet right through from the time the log is cut in the woods until it is shipped off the platform in lumber, veneers or panels, is in some trouble these days." Before taking everything into consideration, the present prices are only in line with the cost of delivering goods at a fair profit. The advances in the price of gum of \$7 to \$9 over previous prices are no more than just, because the cheap gum stumpage of a few years ago is a thing of the past.

E. Sondheimer Company Helps Cut High Cost of Living

Half a block away on the Belt line I had the pleasure of being welcomed in the new offices of the E. Sondheimer Company. Some office! It is attractive without and more than attractive within; the

gum finish that adorns the big general office and the private offices is attractive to behold, and an exemplification of the possibilities of gum as a finish. The Sondheimer company built a dining room down stairs, but as it was not open for business, I had to go down town for luncheon and brought General Manager Rudy Sondheimer with me. The old man of the sea, Max Sondheimer of that company, was on a visit up North; believe he was consulting an oculist, which indicated, like some more of us, he is not so young as he used to be.

In speaking of their operations Rudy said: "We are running our plant at Baton Rouge and Sondheimer, La., and at our Arkansas points, and expect to turn out 60,000,000 feet this year. We have built five miles of railroad, standard gauge, and recently purchased a new locomotive built by the Glover Locomotive Company, Marietta, Ga. The Grismore-Hyman Company, of Memphis, Tenn., is putting up a cooperage plant and proposes to utilize waste timber on our land." Rudy says he is operating his farm raising all the food he can down there for man and beast. In speaking of the increased cost of doing business he recites the fact that he could have bought this locomotive for about two-thirds less than he paid had he been a little more aggressive in his purchase. Delivery of the locomotive was also so vague he hesitated, but finally he got the locomotive, paid the increased price and that is one of the excuses for the present prices of gum and oak. He said they have advanced their men also and it was necessary for all operators to do the same thing, therefore, it naturally appeared in the price, because profits in the business had never been so great as to make lumbermen feel like giving Carnegie libraries, or anything like that.

It is not a question of orders nowadays, it is a question of being able to fill them and deliver the goods, and the price of gum especially is whatever you name. This applies to cottonwood, hickory, ash and almost anything you can think of.

An operator in talking about Mississippi conditions said one of the things that is going to hamper production is the law indicating number of hours labor must work and the attachment of \$100 fine for working them over time. It seems to me some of these obsolete laws in the Southland should be amended in times like these when labor is so scarce.

Big Movement to Plant Crops

Jack Blanks, better known as the president of the H. B. Blanks Lumber Company, Vicksburg, Miss., spent several days in Memphis recently. One of his particular jobs at that time was to buy a stump puller from the Clyde Iron Works. I was surprised that they made them, as evidently they do not advertise them. The big representative of the Clyde company, Harry with the Dutch name but American heart, was busy in and around Memphis, selling all the various kinds of machinery made by Clyde, and he and Blanks soon agreed as to the necessity for a stump puller. This reminds me that all over the South they are pulling stumps and utilizing cotton lands and other cutover farms to raise corn, beans, sweet potatoes and all kinds of vegetables for the people themselves and more corn and feed for cattle and horses than ever before. This may cut in enough on the cotton crop to curtail production, but we doubt it. We believe the additional lands planted this spring will add to the crops in the South materially.

In speaking with W. H. Sullivan of the Great Southern Lumber Company, Bogalusa, La., and Sam Norton of the Homochitto Lumber Company the other day, I was certainly edified to know they were taking up with the parish folks in Louisiana, and encouraging them to raise vegetables, feed, etc. Mr. Sullivan had agreed to put up storage warehouses in a number of parishes in which they operate, and to furnish these warehouses at a reasonable cost for taking care of feed; they are building dry kilns to protect and help season sweet potatoes and every effort is being made to encourage backing up the government in this war.

By the way, wherever you go in the South you find patriots. The back yards, front lawns, cutover timberlands and the old time farms are all being utilized for agricultural purposes.

Roland Darnell, president of R. J. Darnell, Inc., was having a busy day recently. He had just put in a new loader and Flory hoist for handling logs at their mill at Blaine and added to their power plant a 72x18 boiler. In speaking of their railroad operations (the Bates-

ville Southwestern road), they are handling some 1,300 cars of logs per month and while, of course, they have been troubled somewhat with high water, they keep busy on this road to see that the country is built up about there and will take probably as many cars back to the towns on the road and will supply food and clothing and help build up that community.

In speaking of logging, I was reminded by J. W. Dickson the other day, president of the Mississippi Valley Logging Company, that last year, owing to causes now prevailing—high water and scarcity of cars—they reduced the number of logs hauled into Memphis. This is another factor in the price of hardwood lumber in the South. J. W. visited their mill at Craig, Miss., the other day and was accompanied by E. L. Edwards of Dayton, Ohio, who spent a week in and around Memphis looking after shipments and following some special orders for the construction of new buildings in Dayton, visiting the mills where he purchases largely his supplies both in Mississippi and Alabama. He visited the latter state following his attention to business and golf playing at the largest hardwood market in the South.

With Some of the Memphis Boys

While in Memphis the other day I went down to see some friends in the south end. W. E. Delaney of the Kentucky Lumber Company, Lexington, Ky., was with me and we had a visit with Charlie Dudley of the Dudley Lumber Company. Charlie has been on the sick list, but is rapidly recovering from an operation and a month's illness. We found the ash business very active at that yard and believe me when you see that four-inch stock you feel like it is too good to be made into butter tubs, shipped to Ireland, or for anything of that kind. Dudley specializes on the ash market and he was hard at it trying to catch up for lost time when we were there.

Right across the street we saw the yard of the Gayoso Lumber Company where the Ransom boys hang out, and Charlie Ransom, the Puck of the Southland, was on the job, although he heard we were coming and went down to their mill at Blaine, Miss. They have a splendid yard and sawmill and from the smoke coming out of the chimney and the lumber on the yard, it indicated they were having a right busy time themselves. Mr. Wick Ransom of this company had been spending ten days, accompanied by Mrs. Ransom, at French Lick Springs, where I understand he almost played "bogey" in several games. We know he went up Tom Taggart's hollow and made a forty-four because we saw it in the weather reports, but he did not have anything on his long brother, because Charlie, the day following, made a forty at the Memphis golf course and, believe me, he was somewhat perturbed because it was not thirty-nine, but with Ralph Jurden, Lawson Falls and the HARDWOOD RECORD man he had to play a little golf. He needed the experience and the strokes.

Speaking of Jurden, he took a long trip the past ten days—went all the way to New York, where he met Col. John Penrod of Kansas City. In speaking of business conditions, Mr. Jurden said they never were so busy in their business. The mills at Helena, Memphis and Kansas City were all running full tilt. The walnut business for the past twelve months has been greater than ever, both in the finish and interior and furniture trade as well as the furnishing of gunstocks and other materials used for carrying on the war.

Col. S. B. Anderson was in the best of health and good spirits when I saw him at Memphis. He is president of the Anderson-Tully Company, as we all know, and a pretty active man. In commenting on timber investments he said the institutions that had backed up their production and purchased timber even unto loading themselves up to do so had been about as wise as the investors in the principal corners in the great cities. He stated only a few months ago they had sold one of their big tracts, but they had always been sanguine about the future of southern timber and they believed even today it is a good buy. Their operations are about as usual and very satisfactory. Their plants at Vicksburg and Memphis were running full time, although high water had interfered somewhat. He believed that present valuations were built on good logic owing to material increase all along the line.

Miscellaneous Impressions

W. E. DeLaney of the Kentucky Lumber Company, Lexington, Ky., after a trip looking over some timber in Mississippi, spent a day

in Memphis. He was on his way to Washington, in response to a call to act on the Board for the purchase of materials in behalf of the government.

R. M. Carrier, who had just returned from his honeymoon in the East, spent a day in Memphis, accompanied by Mrs. Carrier. He was married at Washington, Miss., on March 15, and they did not seem to be then looking for any of Mr. Carrier's lumber friends; they were just taking up their new home at Sardis and every one of us who got a chance to see them, wished them all kinds of happiness. Mrs. Carrier was Miss Lenore Wollard of Cleveland, one of Mississippi's charming girls, and, believe me, she made friends with all R. M.'s lumber pals.

Lee Arthur, ex-flooring producer of Memphis, and now in the wholesale hardwood business in Chicago, spent several days in Memphis, discussing orders to place, and future purchases in hardwoods. He was in an optimistic turn of mind and is more or less a believer in a good future demand and the perpetuation of present values.

George Osgood of Osgood & Richardson came down with Garrett Lamb from Chicago and visited Mr. Lamb at Charleston, Miss., and Memphis. Osgood is one of those enthusiastic oak and gum wholesalers who believes in present values and who is convinced his belief is correct. He has talked with every millman and buyer in that section and by the way there were a lot of buyers and a lot of high prices paid for stock in a few days around the Tennessee metropolis.

John Utley of Utley-Holloway Company, Chicago, spent some time at their Helena mills and visited other operations in the Mississippi valley. He had plenty of orders on his books and was feeling more or less optimistic. The receding of the water some nineteen inches last week made him rejoice with a lot of other folks, because it helped improve log conditions and eased up on getting timber to the mill.

A Mississippi Operation

While at Charleston, Miss., the other day I was reminded of the good time we had over there at a party a couple of years ago, and everybody remembers the hospitality of the management of the Lamb-Fish Lumber Company. I was pleased to note the aggressiveness of the management in the preparation to utilize all the waste timber, and conditions of clearing the land and putting it in cotton, corn, beans and all other kinds of foods; their utilizing stumps and tops as well as working all merchantable timber into other products that don't fit the big hardwood sawmill cutting 40,000,000 feet annually.

THE STILL

For instance, in the corner of the boiler room, we find George Land with a "still." He is making perfect charcoal and filling bottles with drug store names that a common, ordinary lumber jack doesn't even know the meaning of nor can spell. But, anyhow, they are utilizing strips of gum and oak that look like a blank for a baseball bat, about a quarter its size in length and depth and thickness, and they are grinding liquids out of waste material that will produce about a dollar a pound.

You know we have been looking to Germany and other economic

countries to take advantage of their ability to convert waste into money, and when I saw Land bringing six bottles to be filled out of a little pile of inch square stuff, I thought there was something wrong, and when they turned on the fire and I was told to look out, that the juice from the gum and dynamite in the wood might blow the thing up, General Manager Burke and I got out of the boiler room.

But the facts are that one of these days they are going to turn this wood waste into by-products that will bring the institution about fifteen dollars a cord, and will have a profit in it of about eight dollars per cord. It is already a success. It is only a question of what kind of alcohol, or salts or other products they desire to make out of it.

THE BURNER LOSING ITS JOB

Then besides you can see where they handle the ashes—where the

old refuse burner formerly flourished out of stuff that came from the wood boxes. Now they put it into ashes at the rate of fifteen ton per week, with a car every two weeks, and convert it into about \$250, and it doesn't cost anything to open the chute and let it run into the car. That may not seem like picking up the money, but to a newspaper man it looks like getting money from home.

THE FARM

Then after looking over their 2200-acre farm down on the logging road, after being the cow-catcher for

one of these automobile handcarts for about fifteen miles, I concluded that conservation was pretty good dope after all. This farm was operated like any real plantation. When I visited with Superintendent Stark, George Land and Wood Superintendent Lauve, I decided that if that timber was all cut over the Lamb-Fish Lumber Company would have so much plantation that it would be raising half the crop in Mississippi, because it has some 70,000 acres of land. Stark told me while their cotton crops would be pretty large this year, that they were going to plant more beans and corn and other foods for man and beast.

And to return to that automobile. I advised President Lamb's cabinet that if it ran that car over twenty miles an hour I would get even with the whole bunch of them. After riding down through the yards, lifting it (the automobile) off the tracks out of the way of the local freight, examining the soft spots along the tracks for a couple of miles, I began to relax a little bit and felt less like a trip in a steel sleeper. Finally, after I really got adjusted, I enjoyed the trip, and kept saying to myself, "Just look at the buds on the trees, and get your mind off of that track on each side of the road where we are liable to land"—because there wasn't a blessed thing to hang onto.

HIGH WATERS

We finally arrived at the end of the railroad and found that somebody had backed up the Tallahatchie river three miles from its river bed, and not only prevented the lumber company from bringing the logs in, but kept everybody out of the woods. This was not the main line of the road, believe me, but on a common spur on a log road. I wondered if General Superintendent Egan of the Yazoo & Mississippi realizes what a fuss he was making when he built those dikes and the



ELECTRIC LUMBER CARRIER USED AT PLANT OF LAMB-FISH LUMBER COMPANY. MADE BY COVEL MANUFACTURING COMPANY

abutments that assisted the Tallahatchie on its roving tour and got all over this land. There was a lot of water—sure thing! And the picture printed on another page is a true photograph of practically all of the logging country in Mississippi, Arkansas and even along the Mississippi where the levees broke loose, and as it contributes so largely to the high cost of living and present price of gum and oak, it will be brought to your mind when they tell you that they haven't any flying machines and can't get logs out, and have to shut down the mills. Then you will understand that they are telling the truth. No matter where they write from, so long as it is in the Mississippi valley.

OF A SUNDAY MORN

Ordinarily when you visit a sawmill shut down especially on a Sunday, you feel very peaceful, like going to church. When I arrived in Charleston I found that the folks were visiting church (I suppose this was a belated call, being two weeks after Easter, but I suppose it served all right as an irregular attendance, even if he was two weeks late). It was a sunny day and what pleased me then and since is that it started to sop up the rivers and the overflow, because spring was about a month late and the budding trees soaked up a lot of water. The big mill of the Lamb-Fish Lumber Company was dead still all right, but it had run for about nine months, two shifts, and needed some repairs, but was quiet too long to suit General Manager Burke, and therefore he joined me in the hope that the retreat of the high water would soon give them all the logs they wanted. We looked out over the yard and there were 22,000,000 feet, of gum and oak largely. There were also a few piles of surplus logs around there, some to go to the box factory and most of it to the sawmill.

DOLLY SOME ANIMA

There was an electric dolly sleeping away the Sunday, and I was

reminded that that is really a new feature in handling lumber. It's economical, it was made by my old friend the Covel Manufacturing Company of Benton Harbor, Mich., and has been used in some of the plants on the Coast but never in the south-country before. Its appearance at Charleston was responsible for cutting off five mules and eight men from the payroll, and was operated by one man. It ran right over the top of a pile of lumber and delivered it to the sorting tables, to the yard, or from the yard to the car. It will handle 100,000 feet a day if you work it regularly. It isn't very hard on the alleyways either. It fits in pretty well when they start to move all the negroes to the North, and you find it hard to make up a good yard crew, keep them on the job and handle lumber for twenty-five cents a thousand. A cut of this machine accompanies this story.

Between the ninth and eleventh hole I had a little talk with L. P. DuBose, the sales manager, who admitted that his order pile was so overflowing that the stock was not even normal, considering the fact that they had been running night and day, cars were scarce and people wanted to buy everything he had for immediate delivery. I talked with Walter Burke about the high price of living and he said: "If anybody doubts that it costs more to fire your engines and keep the logs at the mill, if you will just take the increased price of coal (which amounts to about sixty per cent on fifteen carloads a month) and you take the increased cost of feed for cattle, the advanced prices of men, and their cost to keep, you will be persuaded that these increases in cost don't fly to the North only, but the Southland has troubles of its own. If anybody can figure it out that southern manufacturers are paying less than thirty-three per cent more to get logs on the deck of the mill, we would like to get acquainted with them. We need a few pointers."

E. H. DEFERAUGH.



Pertinent Legal Findings



Queries on questions arising on any points involving the law as it is applied to lumbering and allied industries will be given proper expert attention through this department if submitted to HARDWOOD RECORD. There will be no charge for such service, but HARDWOOD RECORD reserves the right to publish questions and answers without designating names or location of inquiries unless specifically requested not to do so.

Invalid Contract with Favored Shipper

An agreement by a railway company to lease a tract of land adjacent to its right-of-way to a manufacturing company for twenty years, without payment of any rental, although the land was worth \$300 a year, the principal consideration for the lease being the manufacturing company's agreement to ship all of its freight possible over the particular railroad, is invalid as giving the company an advantage over other shippers in violation of the Interstate Commerce act. (United States circuit court of appeals, fifth circuit; Central of Georgia Railway Company vs. Blount, 238 Federal Reporter, 292.)

Contributory Negligence of Machinery Operator

A hood on a planing machine in a lumber mill was intended for the sole purpose of catching flying particles of wood. A piece had been broken from it in such a way that there was an aperture in it. Plaintiff, an operator of the machine and an experienced workman, put his hand into the aperture to remove a piece of board which had become caught. His dangling sleeve caught on a revolving set screw, resulting in injury to his hand. Held, that plaintiff's own gross carelessness, and not any negligence of the employer in permitting the hood to remain unrepaired, was the direct cause of the accident, and that therefore plaintiff is not entitled to recover damages. (Louisiana supreme court, Tarver vs. Natalbany Lumber Company, 74 Southern Reporter, 111.)

Judicial Control Over Freight Rates

Lumber manufacturers who are largely dependent upon a given railroad as a means of transporting necessary logs have such interest in rates fixed by the Interstate Commerce Commission for the carriage of such freight as to be entitled to enjoin enforcement of the commission's order if it can be shown to be unjust. But if there is ample evidence to sustain the reasonableness of an order of the commission increasing a rate, the courts are powerless to disturb it. In

fixing a rate, the welfare of shippers is to be considered, but a reasonable rate will not be overthrown merely because its establishment over a pre-existing lower rate may result injuriously to shippers. (United States district court, eastern district of Tennessee; McLean Lumber Company vs. United States; 237 Federal Reporter, 460.)

Conclusiveness of Note Given in Settlement

When one who is indebted on account of lumber delivered gives a note for the amount claimed by the seller to be due, after considerable negotiations concerning the correctness of the seller's bill, the giving of the note, if not properly treated as an admission of the correctness of the amount claimed, at least places the burden on the buyer to show that he did not receive all the lumber charged to him. Under such a settlement, the buyer is not entitled to afterwards claim that the note was given a verbal understanding that the seller would adjust a claim for shortage in delivery of lumber when the buyer should be ready to pay the note. (California district court of appeal, Consolidated Lumber Co. vs. Frew, 162 Pacific Reporter, 430.)

Mississippi Child Labor Law

The Mississippi statute which limits the age of children who may be employed in operating dangerous machinery does not apply to a minor employed to sweep shavings, etc., out of planing mill. (Mississippi supreme court, Bledsoe vs. Bostic Lumber & Manufacturing Company, 73 Southern Reporter, 881.)

Buyer's Duty to Accept Delivery

Where a contract for manufacture of timber products required the seller to complete delivery within one year, there was a reciprocal duty on the part of the buyer to accept deliveries as rapidly as tendered. (Arkansas supreme court, C. E. Ferguson Sawmill Company vs. Rhynes, 191 Southwestern Reporter, 920.)

Michigan Conditions Strong

Exceptionally strong stock and price conditions were revealed in the semi-annual meeting of the Michigan Hardwood Manufacturers' Association held at the Hotel Statler, Detroit, April 26. The market report, which features these meetings, revealed astonishingly broken stocks with a very significant decrease in the amount of unsold stock on hand as compared to last year. Constantly climbing prices and the outlook for uninterrupted strength in the whole hardwood situation were proclaimed with unanimous voice.

Michigan went on record as being strongly in accord with the grading rules recommendations for changes which would come up before the convention of the National Hardwood Lumber Association in June. It is certain that the voice of Michigan will be heard in all of its force at the coming national gathering.

After the roll call and dispensing with the reading of the minutes of the previous meeting, Secretary Knox read an interesting review of national and local developments as they affect lumbermen and help to make lumber history. Secretary Knox said in speaking of general business that there is hardly a branch of industrial or commercial life in which the outlook for even better conditions than exist now is not prominent. The report touched on various routine features of association work, and in referring to hardwood grading rules emphasized the importance of attending the meeting of the National Hardwood Lumber Association and recording all possible votes in favor of the proposed changes. It recommended serious examination of the claimed justifications for the general advance of fifteen per cent in freight rates which is now proposed by the big carriers of the country.

The treasurer's report read by the secretary revealed a good financial condition.

President W. C. Hull was told in answer to his request for reports from the railroad and legislative committees that those bodies had no formal reports to make.

J. L. Morford, chief fire warden of the Forest Fire Protective Department, gave a brief report in the absence of Chairman Lunden of the forest fire committee. He said that this department will have seven wardens in active service this year, each of them having had from one to five years' experience. There was a conference on May 1 in which the program was outlined and the men started work on May 2. There will be considerable federal and state co-operation this year, which will mean that extra warden service will be available and that the protective work will be very much facilitated by the prestige which this state and federal service offers. He said that everything is promising for a season of greater usefulness.

R. H. Rayburn, chairman of the employers' liability committee, said that on account of helpful legislation which was secured to a considerable extent through the good offices of Senator Morford the association members are safe from that standpoint for another two years. A vote of thanks was extended to the senator by the association members.

W. L. Saunders, chairman of the grading rules committee, said that complete recommendations as to changes in grades to be asked for northern manufacturers have been completed. He said that the committee has worked well and that the work has been done well, that the committee of the National Hardwood Lumber Association met the northern manufacturers more than half way and that it is now right up to the membership of the Michigan association to back up its committee to the extreme limit of its voting power. He said that if the Michigan members really want what they have been asking for they must attend the Chicago meeting and without exception cast their affirmative vote when the question of changes is up. He maintained that they will go through if supported but that they will not go through if lukewarm support is extended by those who are most closely interested. On motion the committee was given a vote of appreciation for its work, and the proposed changes were accepted and full support pledged. It was decided that the next meeting will be held at Chicago at the time the national meeting takes place and will be held jointly with the gathering of the Northern Hemlock & Hardwood Manufacturers' Association.

Suitable resolutions were read and adopted expressing the very keen

regret and sense of loss experienced by association members on account of the death of the late Walter D. Young, of Bay City.

C. R. Abbott, chairman of the market conditions committee, presented the following report:

Report of Committee on Market Conditions

Our meeting was held April 25 at the Sherman hotel, Chicago, where we were in conference with the bureau of statistics and educational information of the Northern Hemlock and Hardwood Manufacturers' Association.

Since our general meeting in January your committee has held two special meetings, reports of same having been mailed to all members. At the special meetings we have not had the benefit of stock reports; hence, have only been able to estimate stock conditions and give you a report of the existing market values based upon reports of sales and upon the information which our various committee members have had at hand. It is to be regretted your committee's function is only that of reporting as to values on the day of its meeting. Many sales have been made based upon the committee's report, which on today's market are not pleasing to the eye when we look over our order books.

We wish to emphasize that the committee's reports as to values are what we find the values to be on the day of our meeting. Our members should follow the market as closely as possible and not confine their asking prices to what the committee reported the market to be today or last week. All commodities are advancing in price from day to day and our members must bear in mind that lumber is a commodity which is advancing in price and no one can hope to get the market price unless he asks it.

STOCK CONDITIONS HARDWOODS

The total hardwood stock is 47,000,000 feet less on hand than one year ago and 48,250,000 feet less of unsold stock than one year ago.

No. 2 common and better hardwoods, compared with one year ago, show as follows:

	Less on hand, M ft.	More on hand, M ft.	Less unsold, M ft.	
Ash	245	..	33	
Basswood	1,442	..	1,846	
Beech	5,907	..	5,737	
Birch	2,900	..	807	
Rock elm .....	..	70	569	
Soft elm	4,302	..	3,083	
Maple	20,498	..	15,675	
	35,204	70	27,750	Net less unsold
	35,134	Net less on hand		

No. 3 common hardwoods, compared with one year ago, show as follows:

	Less on hand, M ft.	More on hand, M ft.	Less unsold, M ft.	More unsold, M ft.
Ash	188	..	203	..
Basswood	1,744	..	2,641	..
Beech .....	..	242	1,088	..
Birch .....	..	2,022	..	867
Rock elm .....	..	195	..	46
Soft elm .....	..	52	..	194
Maple	12,450	..	17,641	..
	14,382	2,511	21,573	1,107
	11,871	Net less on hand		20,466
			Net less unsold	

With this condition confronting us, one of the features to consider is, how far will our present stock go toward supplying the demand.

The 1917 estimated production of 363,411,000 feet reported April 1 by 49 members is 21,215,000 feet less than the same 49 members reported January 1, and is 16,195,000 feet less than the same 49 members actually produced in 1916.

Shipments of No. 3 common and better hardwoods for the past six months have exceeded the production for the same period by over 10,000,000 feet. What would have been the condition had we been able to secure all the cars we required to load out our orders?

The past six months' production of hardwoods was approximately 75 per cent of the present stock on hand.

No. 3 common birch appears to be the only item out of line, but when we consider the small increase in this item and note the steady decrease in quantity of No. 3 common maple, there can be but one result—the birch will be wanted and at good prices, to the manufacturer who is willing to sit quiet for a short time.

HEMLOCK

Hemlock stock on hand is 27,020,000 feet less than one year ago, and there is 19,200,000 feet less unsold stock than one year ago. The production for the six months past has been only about seven million feet in excess of shipments, and the production for this period was approximately 80 per cent of the present stock on hand.

The 1917 estimated production of 195,945,000 feet reported April 1 by 48 members is 6,236,000 feet less than the same 48 members reported January 1. This estimate is about 15,000,000 feet more than the same firms reporting produced in 1916.

LATH

The lath market is flourishing and only small stocks on hand, there being 9,469,000 on hand April 1 compared to 15,327,000 on hand one year ago. The unsold stocks a year ago amounted to 10,183,000 and we now have 5,260,000 unsold.

HEMLOCK BARK AND PULP WOOD

Your committee has been unable to gather sufficient information upon which we would feel warranted in rendering a report and we would, therefore, request that the matter of hemlock bark and pulp wood be taken up by the association as a whole for general discussion at this meeting.

GENERAL CONDITIONS

The fact that a state of warfare now exists should cause us no immediate alarm as to the consumption of our products. The demand for our products must necessarily continue, although the uses may be somewhat changed. Another feature to consider is our production. We have estimated what we will produce, but will we have the labor with which to do so. The labor situation is growing more serious every day and will continue so. The enlistments will draw heavily from our workmen, if not directly, certainly indirectly. We are sure to lose our men, and from where are we to replace them, even at advanced wages?

This was followed by discussion which, boiled down, revealed a sentiment that flooring stocks may not go up to the present recommendation but that cull hardwoods will go considerably beyond the figure mentioned in the report.

It was voted that the Forest Fire Protective Department be given assets based on assessment of three and one-half cents per acre.

W. T. Mitchell, who attended the recent reorganization meeting of the National Lumber Manufacturers' Association, reviewed the accomplishments at that gathering, reporting in a formal way to his home body. No action was taken.

There was some discussion on the question of raising foodstuffs on waste and cutover lands, this subject being introduced by the reading of a letter from William C. Redfield, Secretary of Commerce, in which it was urged that the members do whatever they possibly can to augment the food supply. One manufacturer stated that his company is loaning the use of unoccupied land adjacent to its operation for the raising of foodstuffs by its employees. Another said that his company is furnishing seed potatoes on notes without interest. It was moved that a committee be appointed to draft resolutions supporting the government in the present crisis and to do whatever possible in the way of lining up Michigan's manufacturing industries in behalf of the food situation.

Secretary Frank F. Fish, of the National Hardwood Lumber Association, spoke briefly, mostly relative to the necessity for all Michigan members attending the coming convention of his association if they desire the grade changes put into effect. He said that without question the request for changes will be adopted if those really interested will come out and record their vote, but that it will undoubtedly be defeated if these votes are not forthcoming.

The meeting then adjourned.



Meeting Yields Big Results



The spring meeting of the Northern Hemlock and Hardwood Manufacturers' Association closed April 27 with the adoption of resolutions that are regarded as the most radical and unusual ever presented at a lumbermen's gathering. Their unusual character was incident to the war crisis now confronting the nation and it was made evident in the resolutions and in the addresses previous to their adoption that the lumber manufacturers of the nation will play a leading part in the national defense policy of the country. Besides pledging support to President Wilson during the present war, the association went on record as favoring a national prohibition law governing sale and manufacture of liquor during the food and war crisis. It was also recommended that members of the association urge all their employees to increase and stimulate production of food products by utilizing all vacant land possible and the buying of young beef stock for pasturage on cutover lands. The resolutions adopted also contain two important paragraphs on lumber trade extension as follows:

WHEREAS, at the last meeting of the National Lumber Manufacturers' Association a resolution was passed providing, among other things, that the contributions of the regional associations to the National be limited to three-quarter cents per thousand, this amount to cover all the activities of the association, and also providing for the cancellation of individual subscriptions to the association. It appears that this action will limit the funds of the association for all purposes, to less than \$100,000, of which amount not more than \$75,000 will be available for the promotion of the use of lumber in trade extension activities, necessitating the cancellation of a large part of the work already started which has shown such excellent results, and which is so much needed to combat the growing inroads which substitutes are making on the consumption of lumber; now, therefore, be it

Resolved, that this association is opposed to any curtailment of the trade extension activities and is in favor of an enlargement of this work and is willing to pay a larger assessment than three-quarters of a cent per thousand for the purpose of continuing the work of promoting the use of lumber and to counteract the large amount of adverse legislation and misrepresentation which has seriously hurt the lumber business during the past five years.

The meeting opened with the address of President J. J. Lingle, of Westboro, Wis., who touched upon the war problems confronting lumbermen of the nation in complying with the gigantic expenditure of money in domestic industries in filling the needs of England, France and Russia and those of a merchant marine and army equipment problems of the United States. Mr. Lingle said: "The problem will require the best thought and the sagest counsel and advice that we can

bestow or secure. It involves the whole field of political economy and presupposes a multitude of vexing difficulties which must be met and conquered. It ought to be approached in no haphazard fashion, but should be worked out carefully and logically by our experts and specialists in the several fields."

The finances of the association were shown to be in excellent condition by Treasurer George Foster's report, to the effect that the association and hemlock promotion bureau had \$5,000 each to their credit. Secretary O. T. Swan reviewed the association's plan of work and cited the new government demands for lumber such as army and navy barracks and the importance of the association learning what demands for lumber will be made by the government and also the necessity of the government making known the size, dimensions and grades of the lumber desired so that lumbermen may readily conform to these requirements.

F. B. Moody, conservation commissioner of Wisconsin, gave an interesting address on the plan under which federal and state governments will contribute funds for the fire protection of standing timber. Comment along the same line was made by Edward S. Bryant of the United States Forest Service, who happened to be in Milwaukee at the time. "The Freight Rate and Legislative Situation" was discussed by A. L. Osborn of Oshkosh, chairman of the bureau of transportation and legislation, who reviewed the work of the association's traffic department under F. M. Ducker, and the efforts being made to procure equitable rates for the lumbermen of Wisconsin and northern Michigan.

George H. Chapman of Stanley, as chairman of the bureau of grades, made a report on the new grades and hardwood rules to the effect that proposed changes were approved by the rules committee of the National Hardwood Lumber Association and that these will be finally passed upon at the meeting of the latter body in Chicago in June. The Northern Hemlock and Hardwood Manufacturers' Association will meet at that same time and place, as will Michigan manufacturers. No action on No. 3 hemlock was taken at this time as the recommendations of the bureau were not regarded as sufficiently definite and final action will be taken later. The proposed changes in hardwood rules are as follows:

PROPOSED RULES FOR SELECTS

Under caption, Standard Inspection—Ash, Basswood, Bay Poplar, Beech, Birch, Black Gum, Buckeye, Butternut, Cherry, Chestnut, Cottonwood, Soft Elm, Red Gum, Sape Gum, Quartered Red Gum, Hackberry,

Locust, Magnolia, Hard Maple, Soft Maple, Plain Sawn Oak, Quarter Sawn Oak, Red Birch, Sycamore, Quarter Sawn Sycamore, Tupelo and Willow.

Sap is no defect unless so stated under the caption of the respective woods.

Inspection must be made from the good side of the piece.

In lumber 5/4 and less in thickness, 20% of the quantity may grade not below No. 2 Common on the poor face, provided it will work 80% sound.

Selects must be 4 inches and over wide, 6 feet and over long, admitting 30 per cent under 12 feet long and 5 per cent of 6 and 7 feet lengths.

Pieces 6 and 7 feet long must be clear one face; the reverse side sound and not below the grade of No. 1 Common.

Pieces 4 inches wide, 8 feet and over long, must have one clear face and two good edges, the reverse side not below the grade of No. 1 Common.

Pieces 5 inches wide, 8 feet and over long, must have two good edges and may have one standard defect in pieces 12 feet and over long; the reverse side not below the grade of No. 1 Common.

Pieces 6 inches and over wide, 8 feet and over long, must grade not below Seconds on the best face, and not below the grade of No. 1 Common on the reverse side.

Will admit pieces 6 inches and over wide, 10 feet and over long, containing defects which do not cause a waste of more than 1/12 the length of the piece in one cross cutting, the clear face cuttings to be 3 feet and over long; the reverse side sound. The poor side of the piece must not be below the grade of No. 1 Common.

Will admit pieces 7 inches and over wide containing defects which do not cause a waste of more than 1 inch in width by the full length of the piece, or its equivalent at one or both ends the reverse side must not be below the grade of No. 1 Common.

Will admit pieces 6 inches and over wide, with one clear face; the reverse side sound and not below the grade of No. 2 Common.

NO. 1 COMMON FACE

No. 1 Common Face to be inspected from the good side of the piece in the same size and number of cuttings allowed in the present rules for No. 1 Commons. One face of the cuttings to be clear, the reverse side sound.

NO. 2 COMMON FACE

No. 2 Common Face to be inspected from the good side of the piece in the same size and number of cuttings allowed in the present rules for No. 2 Commons. One face of the cuttings to be clear, the reverse side sound.

The association appropriated \$300 in order that experiments might be conducted in the branding of the association's wood at various mills of the members and a report be submitted on the subject at the next convention. A committee of three members, namely George Foster of Mellen, J. D. Mylrea of Antigo, and R. B. Goodman of Goodman, was appointed to confer with the Wisconsin conservation committee and the United States foresters looking to working out a plan for forest fire control by co-operative effort.

A paper written by I. B. Hanks, an organization expert and industrial economist of Chicago, was read and treated the subject "The Manufacturer and the Retailer," of which the central thought was summarized as follows:

The retailer is the logical distributor of your products. If there is a man in the world whose interests should be yours, it is he. He is essentially a lumberman. He takes no particular joy in selling cement, asphalt shingles and prepared roofings, metal lath and the hundred and one substitutes for lumber with which he is being bombarded. Then see to it that his interest in your products is maintained by keeping in close personal touch with him, endeavoring to get his viewpoint of the problems that confront him and then turn in shoulder-to-shoulder with him and buck the line together.

A very able address on the lumber market condition was given by Edward Hines of Chicago, who also reviewed the present economic situation and the problems lumbermen are facing due to increasing costs of material, labor shortage, increasing freight rates and changing markets. Mr. Hines showed how the southern mills were being handicapped by tendency of negro labor to migrate northward, how production was being greatly curtailed by car shortages and how in most cases the terms of sale are unbusiness like and the cause of big financial leaks. A general discussion of the subject followed. The question of terms of rate was referred to the bureau of statistical and educational information for early action.

C. P. Winslow, the new head of the Forest Products Laboratory at Madison, Wis., was present and was called upon to discuss "War Time Uses of Lumber." He stated that he had no official information as yet on the subject but stated that in a general way lumber will be

needed for barracks, aeroplanes, army escort wagons, tent poles, pegs, saddle trees, ships, launches, submarine chasers, trench timber and that there will be an increasing demand for wood chemicals of the birch, beech and maple and other trees for the manufacture of explosives and turpentine.

Fifteen Per Cent Advance Rates Filed

The Interstate Commerce Commission has granted the railroads' petition to file rates averaging fifteen per cent over those now in force. This does not mean that the advance has been or will be allowed. Permission to file the rates has been granted in order to save time and expense; but the commission will decide the question on its merits, as to whether the advance will be allowed. The proposed rates will be subject to protest, suspension, complaint, investigation and correction, if in conflict with law, and reasonable opportunity will be afforded for the presentation and consideration of protests. An erroneous report has gained circulation to the effect that the allowance of the fifteen per cent increase had been determined upon by the commission; but such is not the status of the matter.

Conditions Better and Worse Around Memphis

Owing to the rapid fall in the Mississippi and its tributaries, and owing to the more favorable weather now being experienced throughout the southern hardwood producing region, the situation is gradually improving with respect to logging conditions. There is still much water in the low lands and this is interfering with work in the woods, but there is much less than heretofore. In the hill lands it is possible to make excellent progress and those companies that own and operate their own loading equipment, as well as their own cars and motive power, are getting along splendidly with the cutting and hauling of timber. They are able, in fact, to secure practically all the logs they need and are likewise able to operate their mills at capacity except in instances where so much lumber has accumulated, through shortage of cars for shipping out, that they are temporarily blocked.

The situation, however, is not so encouraging from the standpoint of those firms which depend upon the railroads for cars and motive power for the handling of their logs. In fact the latter are having a pretty hard time of it, including a number of the mills at Memphis. As giving some idea of the general situation, it may be stated that the Valley Log Loading Company, which loads for mills on the Yazoo & Mississippi Valley line of the Illinois Central and on the Memphis-Marianna cut-off on the St. Louis, Iron Mountain & Southern, is not receiving more than fifteen to sixteen per cent of the number of cars it requires for the handling of log shipments. This means that the mills for which it loads are not receiving anything beyond a small percentage of the logs that this company would be, under normal conditions, loading for them. Some of the Memphis mills are closed down while others are operating intermittently. The railroads say they are unable to furnish any more equipment than they are furnishing and there is nothing suggestive of a change for the better in the immediate future. In fact most authorities agree that conditions are getting rather worse instead of improving and that the end of the present troubles is still some intangible distance away.

This difficulty of securing logs is necessarily interfering with the production of southern hardwoods and between this condition and that created by inability to ship lumber out freely, hardwood production is being substantially curtailed. There is an excellent demand for hardwood lumber of every kind and there is every inducement to produce up to maximum capacity, but the lumbermen are up against conditions they are unable to control and they are simply trying to do the best they can under the circumstances. The outbound movement of hardwood lumber is extremely light as compared with the amount actually awaiting shipment. Demands are made repeatedly upon the railroads for equipment with which to handle shipments, but this is not forthcoming except in a very limited manner. Thus lumber interests occupy the unhappy position of having a profitable market on which to do business and but limited means of taking advantage thereof because, forsooth, the cars are not available.



The Country's Oak Supply



The Forest Service has undertaken to find out how much oak timber the United States has and how long it is likely to last. Some years ago the Bureau of Corporations estimated that the country had 200,000,000,000 feet of standing oak. In some regions the estimate was based on quite careful data, and elsewhere there was not much more than guess work to back up the figures. No one is prepared to say how close the Bureau of Corporations came to the oak total. Be that as it may, the oaks were all lumped as one, and no figures were given to show the various species.

The plan under which the Forest Service is working includes figures on the various kinds of oak still in the forest: white, red, yellow, overcut, southern red, chestnut oak, and so on down the list of commercial oaks.

The field work is in charge of W. D. Sterritt, who spent a few days in Chicago the latter part of April, interviewing some of the large owners of oak stumpage and also some of the large users. He went north from Chicago, but will return later and make a thorough study of oak conditions in the South. He will not visit the region west of the Rocky Mountains, for, while a considerable quantity of oak is dispersed over a million square miles between the Rocky Mountains and the Pacific coast, the quality is generally poor and the oak timber of that region will not contribute much to the country's factories.

HOW LONG WILL IT LAST?

It is the purpose to answer as accurately as possible the important question, how long will the oak last? Figures compiled by the Bureau of Corporations indicate that it will take over fifty years to cut the country's oak, at the present rate. That may be true, but some well posted men doubt if the supply will hold out that long unless the cutting rate decreases. In some fine oak regions, the end is pretty clearly in sight.

The investigation which is now under way will furnish information as to the quantity of each kind of the important oaks, and that information can be used in planning forestry work for the future. If the supply of oak is not to fail, the forests where it grows must be put under management to insure the largest production possible.

SURVIVAL OF THE FITTEST

This is necessarily somewhat in the future as yet; but it is proper to take a rather long look ahead in planning the coming oak supply, for it is a tree that grows slowly. That fact will be taken into consideration when oak forests shall be placed under management. The slowest growing oaks will not be encouraged, while every chance will be

accorded those species which promise the quickest and best returns. There are fifty-two kinds of oak in the United States. If the time ever comes when the growing of oak timber becomes a business, it may be expected that about forty of the poorest oaks will be discarded, and the whole attention will be given to the best dozen.

The Forest Service has already collected figures showing the acreage of oak in the woodlots of farmers. The oak growing on such woodlots will be the first to come under management. Some of it is under management now. The first step is to cut out the poor kinds and give a better chance to the others.

EASTERN AND SOUTHERN OAK

The opinions of large oak users is being asked as to the relative qual-



MAP OF COMMERCIAL RANGE OF OAK
Ninety-five per cent of oak lumber comes from this area; that from northeastern part is "eastern oak," from the southwestern is "southern."

ities of oak grown in different regions. The oak territory is by pretty common consent divided into two grand divisions, eastern and southern. The precise dividing line may be somewhat arbitrarily drawn, but its general location is agreed upon. The eastern oak has been drawn upon during a much longer period than the southern, and it is natural that it should be more nearly depleted in parts than the southern. If that shall be found to be true, it will follow that the growing of oak under forestry methods will first occur in the eastern region. However, this is one of a number of problems which the present investigation is expected to help solve.

The investigation undertaken by the Forest Service cannot be

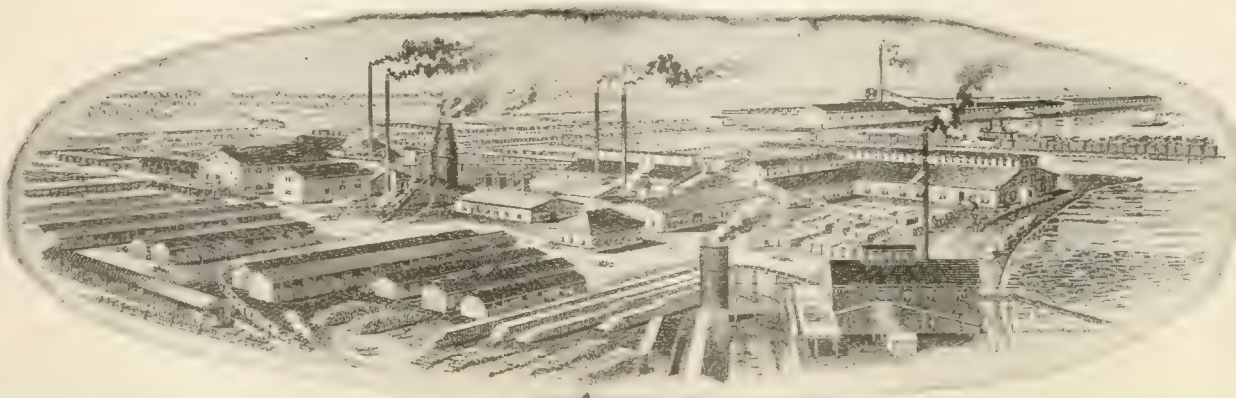
completed during the present year. Many details must be worked out, and it will require time.

It will be shown how the annual cut of oak is distributed among the country's principal industries. It is well known that this wood enters into every important industry that uses wood; but figures are not available to show the proportion of white oak and red oak, though it is generally believed that white oak predominates.

Is your sawmill of cement and steel or mill constructed with a sprinkler system? What kind of a house do you live in?

Architects and engineers are demanding branded lumber from responsible manufacturers. What are you doing to help them get it?

The sash and door business, and nearly all the planing mill work for that matter, used to be largely a pine or soft wood proposition, but now the biggest and best factor in the stock door business is hardwood, the hardwood veneered door.



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Clubs and Associations

Big "Doings" on Hoo-Hoo Day

Chicago probably led in results obtained in the big drive by the Hoo Hoo officials to make a record in the acquisition of new members to be taken in on Hoo-Hoo day, which occurred on Friday, April 27. All the big centers turned out in full force and had record concatenations.

Chicago Hoo-Hoo's put twenty-eight kittens through the mill, many of them being prominent lumbermen of long standing. In addition to the regular program there was considerable in the way of entertainment, the chief feature being musical renditions by the Hampton Colored Quartette. Dr. Roscoe C. Simmons of the Hampton Institute, a nephew of the late Booker T. Washington, interposed in his introduction of the various singers a few remarks about the purpose and accomplishments of the institute.

The officials in charge of the initiation were: Snark Albert Cone; Senior Hoo-Hoo, Minor E. Botts; Junior Hoo-Hoo, Douglas Malloch; Bojum, R. S. Kellogg; Scrivenoter, A. R. P. Schmechel; Jabberwock, J. W. Anderson; Custocatian, F. M. Baker; Arcanoper, B. A. Johnson; Gurdon, R. R. Slayton.

Other prominent functions occurred at Cincinnati, St. Louis, Little Rock, Ark., Indianapolis and several of the large western cities.

Laying Lines to Fight Freight Advance

At a meeting held May 4 of the governing board of the Southern Hardwood Traffic Association called by President James E. Stark to deal with the present car shortage and the proposed blanket advance of 15 per cent in hardwood rates, a committee of five was authorized to take active charge of the fight which the association will launch against the higher rates on lumber and logs. President Stark and Secretary Townshend are to be two of the members of this committee, while the other three will be designated by the head of this organization.

It was decided that J. V. Norman, attorney for the association, and Secretary Townshend should attend the hearing of the railroads arranged by the commission to begin May 7 at Washington. The lumbermen and shippers generally will not begin presenting their evidence until May 23, but the association wants to know something about the sort of arguments advanced by the carriers so that they may be in position to combat these arguments effectively.

Nothing was given out for publication regarding the action taken with

respect to the shortage of cars. The association, however, is dealing with this subject vigorously.

W. H. Russe was elected a member of the governing board of the association to fill the place made vacant by the death of his partner and associate, the late George D. Burgess.

Oak Going Into Big Uses

According to J. T. Kendall, secretary of the American Oak Manufacturers' Association, numerous inquiries are being received from private shipbuilders for oak to be used in the construction of vessels in accordance with the specifications laid down by the Federal Shipping Board. The association is keeping in close touch with the board and the members have signified their intention of co-operating with the government in every way with respect to giving it preference over other customers and with respect to selling on the most reasonable basis possible.

While no definite idea has been obtained regarding the quantity of oak that will be needed in the construction of ships for any other government purpose, the belief obtains in oak circles here that it may amount to several million feet.

The association is keeping up its plan of remaining in close touch with other large interests that are now using, or may use, oak in quantity and it is receiving replies which hold out encouragement of considerable increase in the demand for this material. Just now the oak manufacturers are finding themselves badly handicapped in deliveries, but there appears little question that the volume of business offering is showing gratifying expansion.

St. Louis Crosstie and Timber Men Hold Rate Meeting

The crossties and timber division of the Lumbermen's Exchange of St. Louis, Division E, held a meeting at the Annex hotel, St. Louis, April 26. The object of the meeting was to hear a report from a committee, with reference to its interview with Frisco and Missouri Pacific railroad officials, in an effort to get the railroads to make interstate rates on ties, as a basis for interstate rates, plus the bridge charges at St. Louis.

The traffic officials of the railroads did not care to make such an arrangement. They stated it would be better that the issue should be taken for arbitration, before the Interstate Commerce Commission.

The probability is that even should the railroads finally agree to such an agreement, it would not be acceptable to the state or national commissions.

It was finally decided to employ an attorney, M. E. Rhodes, of Potosi, Mo., to appear before the Missouri Public Service Commission and file an

intervention and secure a postponement of trials and have a date set for a hearing.

Draft of Program for National Convention

Assistant Secretary H. J. Fuller of the National Hardwood Lumber Association has issued the first draft of the program for the convention that will be held in Chicago on June 14 and 15. He states that the address feature for the morning's session of the first day will be made by either Senator Weeks of Massachusetts or Congressman Fordney of Michigan:

PROGRAM OF BUSINESS THURSDAY, JUNE 14, 1917

- 9:30 a. m.
Registration of Members and Guests at entrance to Convention Hall, First Floor, Hotel Sherman.
- 10:30 a. m.
Address, "The Lumber Industry"—Hon. Jas. W. Fordney, Saginaw, Mich. Officers and Committee Reports:
President's Address—Hon. John M. Woods.
Report of the Secretary-Treasurer—Frank F. Fish.
The Chamber of Commerce of the U. S. A.—Gardner I. Jones, Boston, Mass.
Report of Committee on Japanese Oak—Earl Palmer, Chairman.
- 1:00 p. m.
Intermission for Lunch.
- 2:30 p. m.
Report of Committee on Officers' Reports.
Report of Inspection Rules Committee—John W. McClure, Chairman.
Discussion of proposed Inspection Rules Changes.
Tonight—Seven o'clock—In this Room
Complimentary Banquet
Tendered by the National Hardwood Lumber Association to Members and Invited Guests.
Secure Tickets at Registration Desk.
- Notice—Owing to the amount of important business which the present Convention has to deal with, and the large attendance expected of those directly interested therein no provision has been made this year for the entertainment of ladies.

FRIDAY, JUNE 15, 1917

- 9:30 a. m.
Convention Called to Order.
Resumption of Discussion of Proposed Inspection Rules Changes.
- 12:30 p. m.
Intermission for Lunch.
- 1:30 p. m.
Unfinished Business.
Report of Committee on Resolutions.
New Business.
Election of President and Three Vice-Presidents to Serve One Year.
Election of Eight Directors to Serve Three Years.
Entertainment in This Room Tonight at Seven o'clock.
Beefsteak Supper and Smoker.
Music—Vaudeville.
Something Different.
Secure Tickets at Registration Desk.

Lumbermen of the South Acquitting Themselves Well

Secretary F. E. Stonebraker and his assistant, V. H. Schoffelmayer, are compiling valuable information regarding farming, clearing and drainage of cutover lands through a personal inspection of the properties owned by members of the Southern Alluvial Land Association and they will compile this in booklet or pamphlet form for distribution shortly with a view to stimulating the development and colonization of these properties. These gentlemen have been inspecting thoroughly the holdings of members in both Arkansas and Mississippi and have been making a careful study of what is being accomplished on these lands. They have already determined that it requires only two years to put these lands into a state of profitable cultivation and that, in some instances, this goal may be reached in a single year. They are studying methods of cultivation and will be prepared, when the investigation has proceeded somewhat further, to give valuable assistance to those who undertake the development of such holdings.

Both Mr. Stonebraker and Mr. Schoffelmayer bring back the most encouraging information regarding the manner in which members of the association are co-operating with the authorities in the efforts to increase foodstuff production. Some of them are undertaking the clearing of land not intended for cultivation this year in order to have larger areas available for the planting of corn, peas, beans and other crops. If all interests take hold as earnestly as the owners of these lands it is felt that there will be a full response to the appeal made to the people of the South by the Department of Agriculture at Washington. Much space would be required to tell what is being done in specific instances. Suffice it to say that the owners of cutover lands in the alluvial regions are putting forth the best efforts of which they are capable and that they are planting other crops at the expense of cotton acreage to a degree not anticipated by even the most optimistic.

Memphis Petitions for Government Car Construction

The Lumbermen's Club of Memphis, at the regular semi-monthly meeting held at the Hotel Gayoso Saturday, April 28, decided, on motion of James E. Stark, president of the Southern Hardwood Traffic Association and chairman of the river and rail committee of the club, to memorialize the United States Chamber of Commerce to send out a referendum on the question of the building by the government of 200,000 freight cars and a proportionate amount of motive power, the work to be undertaken through enlargement of the present federal shipping board or through any other agency that may be regarded as practicable.

This action followed a report by Mr. Stark of his trip to Washington, where he and Mr. Townshend, secretary-manager of the association, went to present to the Interstate Commerce Commission the resolutions recently

adopted by the Southern Hardwood Traffic Association protesting against the proposed advance of 15 per cent in freight rates and against the tremendous car shortage.

Mr. Stark informed members of the club that he had learned while in Washington that there is a deficit of more than 175,000 freight cars in the country at present and that the car shortage is due much more largely to this fact than to the present methods of car distribution. He said that he had discussed with senators and representatives in Congress the question of taking up this subject of car shortage as emergency legislation because of the tremendous bearing it must necessarily have on the ability of the government to secure prompt transportation of lumber and other raw materials needed in the preparation of military equipment, but that prospects were not very bright for any accomplishment along that line. He therefore thought that the importance of the subject ought to be brought home to Congress and urged the referendum through the Chamber of Commerce as the best means of showing the sentiment of business and commercial interests throughout the country in regard thereto. There was some opposition to the resolutions on the ground that they paved the way for government ownership of the railroads, but Mr. Stark and other members of the club answered this argument by saying that the government was on the eve of taking over the distribution of cars on all lines of railway and that government ownership, if not actually an accomplished fact, is virtually so.

The resolutions will be presented to the Chamber of Commerce at once and lumbermen here will await with much interest the decision of that body with respect to the propriety of sending out a referendum and the result of the referendum vote if such is actually ordered.

Mr. Stark told members of the club that the proposed advance of 15 per cent in lumber is even greater than appears on the surface, since it applies to logs as well as to lumber and since an advance of 1½ cents on logs is equivalent to about 6 cents on lumber. He declared that the advance on lumber, if allowed, would therefore be nearer 25 than 15 per cent if logs were included. He intimated that lumber interests might stand this advance under present abnormal conditions, but he urged that it would mean much loss and probably disaster when the war was over and everything returned to normal, with the keen competition with the metals and other substitutes for lumber that would be encountered.

"There is one ray of hope," he said. "The commission has ruled that all commodities will not be advanced but it is up to those who ship commodities to be exempted to show that they are already paying their full share of the burden of transportation cost. This means a fight and a hard one. It also means much expense as witnesses must be sent to Washington in behalf of the lumber industry. I therefore appeal to every member of the club to do his full share in support of the Southern Hardwood Traffic Association which is looking after the subject."

President Ralph May also urged that the situation was serious and that it was not only up to the members of the club to do the necessary work but also to raise the necessary money to defeat the efforts of the carriers to bring about higher rates on lumber.

John W. McClure, Bellgrade Lumber Company, said it was inevitable that lumber interests would have to return to an increasing degree to the use of the Mississippi and other waterways in the handling of lumber and logs and that they might as well get busy to that end. He called attention to the forthcoming conference of business and commercial interests at St. Louis May 8-9 for the purpose of discussing ways and means of rehabilitating transportation on the Mississippi and urged that the president appoint a committee from the club to take part in this conference. President May was authorized to appoint such a committee and its personnel will be made public later.

Resolutions were adopted expressing the very high regard in which the late George D. Burgess was held by members of the club because of his ability and progressiveness and because of his unselfish efforts in behalf of every movement looking to the betterment of the lumber trade, conveying the sympathy of the organization to the members of his bereaved family and ordering that a copy thereof be spread upon the minutes of the meeting. Mr. Burgess was a former president of the club but was not a member of the organization at the time of his death.

O. C. Ferguson, resident manager of Kosse-Shoe & Schleyer, Cincinnati, was elected an active member. Two applications for active membership were filed. They will be voted upon two weeks hence.

There were more than eighty members and visitors, present at this meeting. The usual luncheon was served. Flags were placed at intervals on the long tables, thus lending a touch of patriotism to the occasion.

Free Time on Southern Exports Not Altered

W. H. Russe of Russe & Burgess, Inc., and J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, returned May 3 from New Orleans where they went to attend the hearing May 1 before George Brown, attorney-examiner for the Interstate Commerce Commission, involving a proposed reduction from ten to five days on free time on export shipments through gulf ports.

Mr. Townshend recently said it was brought out at the hearing that free time on lumber moving through rates will not be disturbed, the principal thing for which the local lumbermen contended.

R. E. Dickinson of the Anchor Sawmills Company, and George Land, traffic manager for the Lamb-Fish Lumber Company, Charleston, Miss., also attended the meeting as part of the committee from the Southern Hardwood Traffic Association.

(Continued on page 31)

FIGURED GUM



Our 16
Slicer

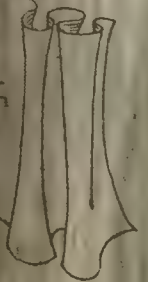
-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY



Section
of our
Warehouse



One of
many such
alleys



-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dryer



NICKEY BROTHERS INC
MEMPHIS

Sycamore in Door Work

The Wood Is Securing a Place for Itself on Merit Alone

SYCAMORE HAS LATELY been making a place for itself in the veneer world and especially in door panels, and that perhaps without any primary intentions of the exploitation of sycamore specifically as a wood for finish. It seems to have come more as a matter of expediency than anything else. There have been periods when individual architects and individual builders have taken up with the idea of sycamore finish, but there has never been a period when sycamore entered more generally into door work and veneering than today.

The first thought in this connection was brought to mind by a trip made through one of the big sash and door jobbing houses during the winter. The owner, in showing some of the new door stock, called attention to doors with big sycamore panels. They were two panel and single panel doors, being some of the latest patterns, with western pine solid frames.

The jobber had not specifically sought for sycamore, but some of the door factories in the northern Mississippi river country had turned to sycamore for making the panels simply because there was sycamore timber available.

Some time after this, at a gathering of architects and engineers, one of the architects asked where he could secure sycamore for doors, casing, base and for interior trim. He said he had experienced some difficulty in locating it and that the planing mills were not anxious to work sycamore lumber because they said it was hard to hold. The architect was told where and how he might secure sycamore lumber, and then discussion brought out the idea that a good way to handle sycamore for wide flat work is in the form of veneer.

Sycamore for thin, wide, flat work can be better handled in the form of veneer than in solid lumber, and it is a peculiar fact that more of the sycamore tree can be utilized by cutting it on a rotary veneer machine than by working it on a sawmill. This is because many of the defects in sycamore are cracks which extend around the log in the direction of the rings of growth. Because of these defects it is difficult to get much wide lumber from sycamore, but in peeling on the veneer machine there is a maximum of wide stock, and a minimum of waste where these defects are encountered.

Then the sycamore is much given to warping and twisting while seasoning and is a difficult wood to control. Consequently, by cutting it into thin veneer and making it into built-up panels, one not only has a chance to obtain more in the way of wide clear faces, but there is also the better control and safeguarding against warping and twisting.

Sycamore presents a good face. Much of it is com-

paratively plain but some is curly and shows beautiful figure. There is some search for curly figure in sycamore and sometimes sycamore is quartersawn to get a particular figure effect. Figure possibilities of sycamore are worthy of more attention than they have been getting.

The use of sycamore, especially in door veneer, has not been inspired by any particular seeking for face figure. Its introduction seems to have been more a matter of expedience than anything else, but it is proving so satisfactory that it will perhaps receive more thoughtful attention in the near future. The sycamore panel in doors goes very well with a pine frame, with a birch frame, or a frame veneered with sycamore. Then the door as a whole will fit in nicely with birch, maple or beech trim. And it may even be stained to fit in with walnut, mahogany or red gum effects.

Sycamore offers possibilities in the way of drawer bottoms, back panels, built-up shelves and panels for sectional bookcases.

T. C. J.

Weighting Down Piles

Due regard is generally given to the designing of straight, rigid foundations for piling dimension veneer and panels. In the matter of weighting down the piles, however, there is in evidence considerable carelessness in the trade.

Dry panels or dry veneer to be kept in the ideal manner should really be placed between two heavy flat cauls, one making up the bottom or foundation for the pile and the other being put on top. If the pile is high and the top caul is light additional weight should be used.


Weighting down piles is one of the best means of securing a desirable order of flatness and straight, smooth surfaces. Either panels or carefully dried veneer will warp more or less in time if piled loosely. If the piles are very high the top part furnishes weight for the bottom so that part of the pile remains straight and part of it warps. To insure straightness in all of the piles it should be weighted on top, the amount of weight being governed by the nature of the stock and the height of the pile. It is not satisfactory, however, to throw just any block of wood on top of a pile, but the weight should be evenly distributed with a flat board or a caul as a covering. If this covering is made heavy it may serve by its own weight in some cases, but in either case in the piling of flat sheets of veneer or flat panels the ideal is best served by providing a flat board or caul as large as the sheets piled and then weighting it down sufficiently to take all crooks and warps out of the stock while it is kept stored.

This applies whether the panels are piled flat or with cross sticks between them to let in the air. There is some tendency to warp and the way to prevent this and to insure flat stock is to work from a straight foundation and then carefully weight down the tops of the piles.

It did not require the stimulus of the war to bestir the American saw manufacturers to improvement of their product because, as has been explained and demonstrated several times, the American saws were the best on earth, and recent consular reports tell us that American axes and other tools in the South American countries are making a reputation for superiority.

Don't Overlook the Glue

Quality of Material Used Plays Leading Part in Result of Built-up Work

HEY SAY THAT A CHAIN is no stronger than its weakest link, and certainly a piece of built-up work is no stronger than the material that holds it together. The job of making good is largely up to the glue, which supplies the union, and if there isn't a good glue joint, then the manufacturer has failed to produce a good article of furniture or whatever the material goes into.

Though glue is an obvious necessity, forming as it does the medium for the construction of laminated products, the tendency in too many cases has been to regard it as a necessary evil. It has been considered in the light of an expense, and buyers have had the idea that the way to economize was through the purchase of cheap glue, instead of the best.

While the price is not always an index to the desirability of glue for a given purpose, it can be fairly said that glue bought on price is not likely to give maximum satisfaction. There is no more reason why price should be the only consideration in buying glue than in purchasing lumber, veneers or any other material which is used in making built-up work. To buy veneers "sight unseen," purely on a basis of price for a job involving fine furniture or interior trim construction would be considered the height of folly; yet, since the results obtained in this work, as far as permanence is concerned, depend more on the glue than anything else, why buy glue on that basis?

The fault is not altogether with consumers, of course, and the writer cannot refrain from wondering why glue houses, some of which have standards of quality that have been maintained for fifty years, have not done more to educate users along this line, and to establish brands which would stand for the best in this department. But glue manufacturers are said to be poor advertisers; glue salesmen tell a new story about every lot of glue they have to offer, and glue buyers usually scrutinize the price first and the quality of the glue afterwards.

Suppose some manufacturer of glue, a little wiser than the rest, were to come forward with a brand which was said to represent the best in glue-making. Suppose this brand were really all that was claimed for it, and gave satisfaction to every manufacturer who has a glue-room. If this name were backed up with quality, and if the name was made popular by advertising, it would not only mean a big commercial triumph for the glue concern, but it would solve a lot of glue-buying problems. There would be a standard then, whereas at present there is none. It is not possible to depend absolutely on uniformity, and little or no attempt has been made to get buyers in the habit of calling for a particular brand all the time.

The success of the manufacturers of vegetable glues has shown that consumers are interested in this subject, as

they may well be. The progress they have made has resulted from dealing frankly with the problems of glue users, and likewise giving all of the facts about the new product. The result of this policy has been gradually to wean many a consumer away from animal glue, and to make him a strong advocate of the newer material. Of course, the majority of consumers still use the old-fashioned variety, and it is for their interest that this article is being written, as well as by way of suggestion to the manufacturers of glue of this kind.

There is glue and glue, of course. The requirements of different plants vary, and the requirements change with the character of the work. Deciding what glue to use for a given purpose calls for a knowledge of the glue, on the one hand, and of the work, on the other. Yet glue salesmen come along, boosting a wonderful "blend," which is offered at a wonderful price, and suggesting that it be used for any and all kinds of work which the manufacturer may have to do. And if the price looks attractive, he may make a sale, and the manufacturer will put the glue to work.

Viscosity, fluidity and various other characteristics of glue determine its desirability for the work. Its tensile strength is another very important feature, and it goes without saying that this varies with different lots. The factor of safety may be great enough in any particular case to enable glue which is not properly selected to give a reasonable degree of satisfaction; but in this event the chances are that this factor has been made sufficiently large by using more glue than would have been needed had material properly adapted for the work in mind been selected.

A few years ago the idea of testing lumber for dryness before removing it from the kiln would have been thought rather foolish. People waited until the material seemed to be dry, and then took it out. If they were in doubt, they left it in a little longer. But as manufacturers of built-up tops and panels learned that it was just as undesirable to have their core lumber too dry as too moist, inasmuch as it would surely take up more moisture later on, they began to realize that definite, specific tests as to moisture would be a good thing. Consequently many of the larger consumers, not to mention manufacturers of lumber, use this plan right along, and no longer leave the percentage of moisture content to chance.

Likewise manufacturers of veneer operate along the same line, so that when they ship out material from their mills, they can guarantee the moisture percentage. This has become a very popular plan, because it safeguards the interests of consumers, and makes for more satisfactory work. The point is that whenever it is possible to use tests instead of guesswork, it is desirable that this be done.



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

PERKINS GLUE COMPANY

SOLE MANUFACTURERS
AND SELLING AGENTS

PERKINS
Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

805 J. M. S. BUILDING
SOUTH BEND, INDIANA

because there are too many chances for errors to creep into a manufacturing operation when hit-or-miss methods are employed.

So with the question of glue; the manufacturer should proceed to find out what he needs, and then proceed to get it. He ought to buy on specification, just as a man who is building a dam against which so many thousand tons of water pressure are to be exerted, buys the cement and steel for it on specification. It is possible to compute just how much water pressure the dam must resist, and just what weight of material and what reinforcing must be employed to make the structure safe. Consequently, engineering methods demand that these computations be made, and the results applied to the job, for it is realized that no matter how experienced or how practical the contractor doing the work may be, he may happen to make a mistake. The figures are not always conclusive, because of the possibility of unknown factors developing; but they at least make use of all the information it is possible to get hold of, and eliminate the element of doubt to as large an extent as it is possible to eliminate it.

Why shouldn't the same method be employed with reference to building a glued-up panel? Why should the senses be relied upon to determine what glue to use, how it should be prepared, to what temperature it should be heated and the various other features that enter into the proposition? Why should not there be a laboratory test to determine these factors, and accurate equipment for the purpose of measuring the results of such tests?

Some plants have the necessary facilities for testing their glue, and they seldom have any complaints from their customers regarding the failure of their products to hold together. They know what they want, and they proceed to get it. They find out the degree of viscosity and the amount of tensile strength possessed by their material, and they mix it with water in a proportion determined by these elements. When they heat the glue, they have thermometers on the kettles, and thermostatic devices which prevent it from being heated to such a point as to produce a destructive effect on the glue fibers. The material is right, its preparation is safeguarded, and it is spread upon the wood under conditions which, bar accident, will make for good work.

The head of a successful panel concern, who has enlarged his plant twice in the past few years, and is now trying to buy more machinery with which to increase his capacity still further, said recently that taking care of the glue question has solved many a problem in his factory.

"Glue is too important a feature of successful manufacture of built-up products to neglect," he said. "Furthermore, it's a penny-wise and pound-foolish policy to try to save money by buying the cheapest glue that is offered. Glue must be right in order to justify my confidence in it. I have laboratory equipment and believe in laboratory tests; and I test every barrel in every carload of glue I buy. In other words, I don't believe in taking a chance if I can help it, and I usually can.

THERE'S A REASON

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.
"He profits most who serves best"

Evansville Veneer Co.
VENEERS

"It is interesting to know, too, that methods of this kind really promote economy. Although I have a reputation for buying unusually expensive glue, I think that when the cost is figured on the basis of footage of work produced, my costs will be lower than those of nearly anybody else in the business. I know what my glue will do, and I use it on the basis of its ability to accomplish results, and not by guess. Manufacturers who are having glue problems would find their work simplified by adopting the plan of testing all of this material used." G. D. C., Jr.

Letters from a Panel User

Monroe, Mich., May 4.—There are many kinds of glue manufactured under the names of fish, bone, ossien and hide, produced from fish scales and bones, moss and sea weed, bones of animals, scraps of hides, tendons and sinews, rabbit skins, parchment, old kid gloves, etc. We will confine our discussion to hide glue.

It may interest readers to learn that the first essential in the manufacture of glue is the proper blending of the raw material. There are six principal sources of supply, each having its own individual characteristics, consisting of hides raised in South America, Texas, Mexico, East Indies, China and coming from packing houses and other establishments. It is the gluemaker's object to carefully blend these very divergent classes of hide stock to produce the requisite article.

High foaming properties are especially objectionable in glues that are applied to the work by mechanical means. Here the roll or brush agitates the glue solution to such an extent that a froth, a mixture of glue and air is the result, with a consequent reduction in the binding power of the glue.

It is quite possible to test glue for foam by means of an egg beater or similar whipping device applied to a melted sample. It is very important to take account of the temperature at which this test is made.

For panel work and other varieties of veneering a slow setting glue is best. Of course, the dryness of the core stock as well as the veneer is very important. We will, however, assume that every panel and veneer manufacturer knows this and that conditions of undried stock do not exist. When stating slow setting I do not mean this to an extreme. Indeed, the quicker the glue sets the stronger it is, so we do not want to suffer too much in the strength of the glue because it is to our advantage to use a slow setting glue.

The test for spreading the glue consists in determining the quantity of dry glue needed for coating a certain surface of wood. This test is especially important for veneer work. Take a known quantity of dry glue, soak in a known quantity of water, which must be the same in temperature and quantity for all sorts of glue tested. Then determine how many square feet of surface can be coated evenly with the glue. Tests depending upon chemical operation are absolutely worthless.

Viscosity of the melted glue solution seems to be one of the most commonly used and popular tests. It may be well to state, though, that relation between viscosity and breaking strength of glue is unmistakable. Viscosity test should not be taken as final because hide glues of low jelly strength may show high viscosity. It is best to determine and specify both jelly-strength and viscosity. In general the jelly-strength is approximately proportional to viscosity.

A. T. DEINZER.

There are many interesting power devices used in logging operations covering the ground from skidding in the woods to handling on the mill yards, and with the offerings available in this line it is no longer economy to handle logs in quantities by main strength and awkwardness.

FIGURED RED GUM

¶ It is a significant fact that the manufacturers whose lines in Figured Gum have been the most successful, used **Louisville Figured Red Gum** on their original cases, and still do.

¶ Our long experience and specializing in Figured Red Gum Veneers and Panels qualifies us to likewise serve you acceptably.

¶ If you are not familiar with Louisville Figured Red Gum, let us submit samples for inspection. Choice figured wood at reasonable prices.

THE LOUISVILLE VENEER MILLS

More Than 28 Years' Experience
LOUISVILLE, KENTUCKY

Conditioning Veneer Blocks

Need of Investigation Into the Boiling and Steaming of Wood Before Conversion by Machines



THE COMING OF SUMMER WEATHER and the trade entering into what might be termed the cold cutting season, when several kinds of wood are cut on rotary veneer machines cold instead of boiled or steamed, is a reminder in a way that we have never really developed the conditioning of wood for cutting to an exact science. We have reduced artificial drying to something of an exact science, and have means of testing not only for dryness but for temperature and moisture records of a definite character which are doing much to eliminate the element of guesswork in drying lumber. In many lines of effort we are reducing things of this kind to an exact science, but in preparing veneer blocks and flitches we still follow guesswork and old rule of thumb methods instead of getting busy as we should and reducing this to an exact science.

We know in a general way that in certain conditions wood will cut easier on a rotary machine or a slicer than in other conditions. We know that during the summer some woods like poplar, cottonwood and basswood, will cut very well cold and even if they must be steamed or boiled, they require a much shorter time in preparation than some other woods.

On the other hand, we know that some woods must be steamed or boiled to soften them and render them pliable for cutting, and that sometimes boiling works better, sometimes steaming, and sometimes either one may be overdone and make more difficult the cutting they are supposed to make easier. We know a little more about these things than we did twenty years ago, and more people know about them, but in the matter of reducing it to an exact science we have not made much progress in a twenty-year period.

Back something like twenty years ago, more or less, the boys one day rolled out of the veneer cutting room of the St. Louis Basket and Box Company into the sawmill a red oak block about six feet long which apparently had just been put into the veneer machine and rounded up nicely. Inquiry as to why this was being passed into the sawmill brought the statement from the peeler boss that it was so blamed woolly they couldn't cut it on a veneer machine and they were going to let the sawmill have a try at it.

We had been wrestling with some pretty tough and woolly propositions in cottonwood in the sawmill department and were inclined to smile at the idea of a short oak log that would make difficulty as compared to these, because we had never encountered any oak that had given serious trouble to the sawmill. But when we loaded that block on the carriage and started to convert it into thick planks for cutting into Briggs basket splints we encountered trouble that brought to mind an old sing-song tune

about the goose that broke the sawmill's teeth off. That short log block was so tough and woolly that we had all kinds of difficulty before it was converted into plank $2\frac{3}{4}$ inches thick, and the surface of these planks showed a hairy or wool-like coat suggesting the need of shearing.

During the noon hour the writer had a session with the peeler boss about that red oak block, and the whyfore of its toughness, in which it developed that they had found it in the bottom of a vat where it had evidently been over-looked for a week or more and had been through all the successive daily boilings of that period. This successive boiling was what made the trouble because similar oak blocks given from twelve to twenty-four hours of treatment were being cut without much trouble.

This, so far as the writer knows, is the most drastic demonstration of how excessive boiling or steaming may toughen wood and make it difficult to cut. Other experiences have demonstrated that by making the boiling severe enough and carrying it on long enough the wood structure can be broken down and the timber literally boiled away. This gives us a sort of general knowledge that a certain amount of heat and moisture will soften wood, make it pliable and easier to cut, but if the boiling is continued longer there is a period in which the wood toughens, becomes woolly and following after this with hard enough boiling comes a period of breaking down and disintegration.

We had learned this more than twenty years ago. We have learned through practice a good many things since, yet visits to veneer plants and their boiling vats and steaming boxes these days do not show as a rule any marked progress over twenty years ago in reducing this work to an exact science; that is, no progress similar to that which one may find in connection with dry kilns.

In the dry kiln we have registering instruments that show the temperature and moisture conditions, and have reduced the matter to a point where a man can now positively know what to do, and may know what he is doing at every hour in the process of treatment.

On the other hand, in the conditioning of veneer blocks there is practically the same thing in vats, the same thing in steaming boxes and the same haphazard practice followed, which is dependent more upon the native skill and the instinctive judgment of the man in charge than upon any scientific basis or positive rules for guiding. There may be some who keep thermometers in their boiling vats and steaming boxes and a record of these things, but the writer has not encountered them in the rounds. Talks with machine operators bring differences in expression of opinion about the treatment to give this wood and that wood. It shows also that during the summer season

WALNUT

WALNUT

WALNUT

→ WE HAVE IT ←

Walnut veneer, Walnut lumber, dimension, squares—anything and everything in walnut and all made under conditions that insure you the maximum for your money, i. e., the best selection of figure and color, the greatest degree of service, the highest type of goods in every particular. For Walnut is our stock in trade. We have nothing else to offer and the really big growth of our business attests to the genuineness of what we DO offer in that wood. The claim is nothing more than logical.

PICKREL WALNUT CO.

ST. LOUIS, MO.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

various operators prefer to cut certain woods cold rather than have them steamed or boiled. Some like to put blocks in the steaming boxes and just get them hot through, some like to boil them thoroughly, and every man seems to develop in a way practices based upon his own instinctive judgment more than upon scientific or positive data. It may be said, too, that the trade is doing very well upon this basis, but is it doing well enough?

The best order of veneer cutting, whether it be on a rotary machine or a slicer, depends materially upon the condition of the material to be cut. Some woods, like cottonwood, are very difficult to cut and must be conditioned carefully as well as handled with very sharp knives. Other woods seemingly cut easily, but any wood will cut better if it is in just the right condition when it is brought to the machines. It will not only cut easier but the product will come through in better shape, and the capacity of the machine will be increased.

This being a fact that no one will likely care to dispute or argue about, it is plainly evident that much good for the trade as a whole may be had from a turning to the idea of establishing this conditioning of veneer blocks on a scientific basis with positive data for guidance. We

need a series of studies of different kinds of wood, of different sizes, which will include a record of the time of boiling or steaming and another record of the temperature and the temperature variations from the start to the finish. With a long series of these accompanied by notes on the condition of the block when it comes to the machine we may easily establish a sort of standard of practices for treating different woods, and certainly in time we will come to understand more thoroughly and definitely what treatment should be given any particular kind of blocks or flitches to put them in the best condition for sawing or slicing.

The timber, the condition under which it is worked, and the varying stages of moisture content make a nice field for research, but it is neither wider nor more difficult than that of kiln drying lumber and it is so much behind drying practices and scientific development that there is plainly need for more attention to the matter of scientifically conditioning blocks.

This is an age of uniforming and standardizing of practices and not an age in which to cling to rule of thumb and guesswork methods even in the preparing of veneer blocks.

J. C. T.

Panel Edges

The edges of panels, like the ends of logs, boards and sticks of timber, are points where defect and deterioration are most likely to start. There is some difference between a panel edge and timber ends, but when panels are piled down or lying loosely about, changing moisture conditions have the first effect upon the edges and quite commonly this is the place where the first loosening of veneer is noticeable.

If the panels are put into their frames soon after trimming, the frame support makes some protection for the edges and ends, but even at that it would not hurt if some means be devised for treating the trimmed edges of panels to fill the pores and render them practically moisture-proof. We treat the ends of logs and timber with paint and special mixtures for filling the pores of the wood to prevent checking, but some of this treatment would not be practical for panels because of the difficulty of applying it to the edge without staining and spoiling the face. Moreover, there has not been a general need felt that has stimulated research work with a view to developing some treatment for the ends and edges of panels.

This is one of the things we should be thinking about, however, because in the order of progress we will naturally come to it eventually, and it will be a lucky day when some one devises a cheap composition which will not mar the beauty of the wood by staining and introduce the practice of treating the trimmed edges of panels as one of the safeguards against trouble. It might be applied also in built-up work.

Asleep at the Switch?—Yes

The veneer and panel manufacturers have often been accused of not being awake to their opportunities. Individually some of them have demonstrated that they are very much awake and others that they are just wandering along and sawing wood without any appreciation or even any concern for the future of their industry. Collectively, the results of attempts at organization work as far as real problems and real results are concerned, total approximately zero.

A few months back there was a good deal of enthusiastic talk of a propaganda of public education in behalf of legitimate ex-

pansion in the use of veneer. It was properly felt that the public has an entirely wrong impression of what veneer means and what it is, and that a sensible campaign of education would help immensely. That talk seemingly is as far as the work progressed.

Is the veneer trade really asleep and entirely unaware of the opportunity that exists right now for spreading this propaganda? Does it overlook entirely the fact that basic and trade conditions as well as the increased popular interest in woods already accomplished by the advertising of the respective descriptions of hardwood lumber form a combination of circumstances ideal for sowing the seed in behalf of veneer. Veneer men need energizing, for their chance is here and the opportunity will never be more propitious.

Saving the Knives

Rotary veneer machine knives, slicer knives and clipper knives are doubly expensive these days, and they cost enough any time because they require about the highest order of knife steel that is produced. Naturally there is a strong incentive to care properly for and conserve and save the knives.

We have had a fair share of injunctions about careless guilding and rough handling and have almost entirely neglected what is perhaps the most prolific source of waste, and that is excessive grinding. To save the knives we should spare the wire edges. It is quite the common thing to keep feeding the knife to the grinder until what is termed a wire edge is easily visible. Sometimes this is a small bead-like wire but at other times it is a rather broad flat ribbon. The size or the width of this wire that turns over on the edge in finishing off the knife is really the measure of the unnecessary amount of steel that has been ground away.

One good thing for the trade would be a popular movement to eliminate the wire edge in grinding, for the sake of knife saving. Thoughtful attention given this matter in every grinding room in the country until the habit is fully developed would effect a great saving in knives, for it could perhaps be proven by actual figures that more unnecessary wasting of knives is done in this way than is chargeable to burning and rough and indifferent uses generally. The slogan for the movement should be to put an edge on the knife and stop there. Eliminate the wire edge and save the knife.

(Continued from page 22a)

W. J. Eckman Now Heads N. L. E. A.

News of the death of George D. Burgess of Russo & Burgess, Inc., Memphis, Tenn., and president of the National Lumber Exporters' Association, was received in Baltimore with great regret. It had been known that his condition was serious, but the hope was entertained that his rugged constitution would enable him to throw off the malady that afflicted him, and that he might look forward to many years of usefulness. He was held in the highest esteem by members of the National Lumber Exporters' Association and others whom he had met, and the sincerest sympathy has gone out to his partner and family. Secretary Harvey M. Dickson, as soon as he was advised of Mr. Burgess' demise, notified W. J. Eckman, of the M. E. Farrin Lumber Company, Cincinnati, vice-president of the association, and a committee was named to adopt resolutions of regret and condolence. Mr. Eckman will continue to discharge the duties of president probably until the next annual meeting of the organization, in January, 1918, as under the constitution officers can be elected only at the annual.

Names Southern Rail Committee

In accordance with the authority given him at the special meeting of the board of governors of the Southern Hardwood Traffic Association, President James E. Stark has named the following members of the committee of five authorized to handle the fight before the Interstate Commerce Commission against the proposed blanket advance of 15 per cent in hardwood rates: R. L. Jurden, vice-president of the association; John W. McClure, Bellgrade Lumber Company; Walker L. Wellford, the Chickasaw Cooperaage Company, and J. H. Townshend, secretary of the association. Mr. Stark is himself chairman of this committee. It is further announced that Howard Coles, president of the Southwestern Hardwood Traffic Association, will name a member of that organization on this committee, thus increasing the number to six.

Mr. Jurden, it is stated, is to line up Arkansas interests and Mr. McClure is to do the same thing in connection with Mississippi interests. Mr. Wellford, who is president of Associated Cooperaage Industries, is to look after the interests of manufacturers and distributors of cooperaage products in Arkansas, Mississippi, Louisiana and Tennessee, while the representative, or appointee, of the Southwestern Hardwood Traffic Association, will co-operate in looking after Arkansas interests.

There is to be a meeting of the larger committee here the latter part of this week at which sub-committees will be named to help in the work in hand. When these committees have been named every hardwood organization in the southern field will be found to have direct representation and to be in line for active and energetic co-operation.

Real Progress in Fireproofing Shingles

Secretary R. S. Kellogg of the National Lumber Manufacturers' Association announces the results of a conference held recently at St. Louis between prominent lumber association officials and officials of the Paint Manufacturers' Association. The conference was called to witness tests held at the laboratory of Dr. Herman Von Schrenck of a new fire-resisting paint compounded by Dr. Gardner of the Institute of Industrial Research. Secretary Kellogg announces that the progress so far has been extremely gratifying.

The formula for the paint is held by the paint association and reputable manufacturers are being licensed to put it up under the association trademark in connection with their own labels.

Cincinnati Lumbermen's Club

George M. Morgan was elected president of the Cincinnati Lumbermen's Club at the recent annual meeting of the organization. Other officers elected were: First vice-president, P. V. Shoe; second vice-president, John Byrns; secretary, Chilton Ellett; treasurer, J. Watt Graham.

The club by unanimous vote displayed their loyalty and self sacrifice for their country when the sum of \$125, which had been set aside from the club's funds to defray the expenses of the annual outing, was given to the Red Cross. The outing, in consequence, has been abandoned.

Important Northern Traffic Decision

The bulletin of the Northern Hemlock and Hardwood Manufacturers' Association of May 4 contains the following announcement:

The Interstate Commerce Commission has handed down a decision in case entitled, "Cadillac Lumber Exchange vs. Ann Arbor Railroad," which is of unusual interest to our members. This case was a result of a petition filed by the Cadillac Lumber Exchange and others, alleging among other things that the rates maintained by carriers from points in Wisconsin and Upper Michigan were unreasonably low and prejudicial and that same constituted an unwarranted discrimination against complainants and their traffic when destined to points in Illinois, Indiana, Ohio, Michigan and Eastern Trunk Line territory. The above entitled matter came on for hearing at Grand Rapids, Michigan, in July, 1916. This department appeared on behalf of all members interested and was able to show the rates complained of were governed by conditions not at all similar to those surrounding the traffic of the complainants and by means of diagrammatic maps showed that complainants were already receiving the benefit of the rates from Wisconsin and Upper Michigan, which were entirely controlled by water competition, actual and potential, and that therefore their rates were upon a much lower basis than would otherwise obtain. The report of the commission contains the following: "Proven and admitted present existence of water competition, with the constant possibility that it may become stronger, which facts differentiate the complaining situation from the situation of those using the rates with which the comparisons are made. From all of the facts of record we find that the defendants have met the burden of proof as to the reasonableness of the rates assailed, and that no undue prejudice or disadvantage to complainant members have been shown to exist, and further complaint will be entered."

Baltimore Meets Wage Demands

The Baltimore Lumber Exchange, at a special meeting held on April 25, passed the substitute for the by-law relating to inspection charges. Under the new section the charge for inspecting 1,000 feet of hardwoods by the inspectors of the exchange is raised to 60 cents. Agreements between buyer and seller on any other basis are permitted, but any inspector who violates the section is liable to dismissal, while the buyer or the seller who connives at the violation or encourages it is subject to a fine and stands suspended until the fine is paid. The inspection charge was raised because the inspectors had made a request for an increase in their pay in the face of the general conditions and the high cost of living. The charge for handling lumber has also been increased of late, the lumbermen having thus averted a strike which would have caused serious embarrassment.

Committees of National Wholesalers

The National Wholesale Lumber Dealers' Association has just announced the membership of the various important committees for 1917 and 1918, of which the following are some of the most important:

EXECUTIVE COMMITTEE

M. E. Preisch, President, Haines Lumber Company, No. Tonawanda, N. Y.; Horace F. Taylor, Taylor & Crate, Buffalo, N. Y.; W. W. Knight, Long-Knight Lumber Company, Indianapolis; Gordon C. Edwards, W. C. Edwards & Co., Ltd., Ottawa, Ont.; F. R. Babcock, Babcock Lumber Company, Pittsburgh, Pa.

RAILROAD AND TRANSPORTATION COMMITTEE

L. Germain, Jr., Chairman, Germain Company, Pittsburgh, Pa.; Robert G. Kay, Kay Lumber Company, Philadelphia, Pa.; George F. Kerns, Geo. F. Kerns Lumber Company, Chicago, Ill.; W. G. Power, River Ouelle Pulp and Lumber Company, St. Pacome, Que.; A. R. Turnbull, Rowland Lumber Company, Norfolk, Va.; O. E. Yeager, Yeager Lumber Company, Inc., Buffalo, N. Y.; H. B. Shepard, Shepard & Morse Lumber Company, Boston, Mass.; J. W. McClure, Bellgrade Lumber Company, Memphis, Tenn.

ARBITRATION COMMITTEE

Knowlton Mixer, Chairman, Mixer & Co., Buffalo, N. Y.; J. W. Turnbull, Turnbull Lumber Company, Philadelphia; B. H. Ellington, Ellington & Guy, Richmond, Va.; J. B. Montgomery, American Lumber and Manufacturing Company, Pittsburgh, Pa.; J. V. Stimson, Huntingburg, Ind.; F. W. Mowbray, Mowbray & Robinson Company, Cincinnati, Ohio; H. M. McDonough, Cypress Lumber Company, Boston, Mass.

HARDWOOD INSPECTION COMMITTEE

Hugh McLean, Chairman, Hugh McLean Lumber Company, Buffalo, N. Y.; Daniel McLea, Eisenhauer-McLea Company, Baltimore, Md.; R. W. Schofield, Schofield Brothers, Philadelphia, Pa.; N. H. Walcott, L. H. Gage Lumber Company, Providence, R. I.; C. H. Kramer, C. & W. Kramer Company, Richmond, Ind.; T. T. Adams, T. T. Adams Company, Richmond, Va.; T. M. Brown, W. P. Brown & Sons Lumber Company, Louisville, Ky.

SPECIAL COMMITTEE ON SINGLE STANDARD UNIVERSAL HARDWOOD INSPECTION

Lewis Dill, Chairman, Lewis Dill & Co., Baltimore, Md.; C. H. Barnaby, Greencastle, Ind.; E. V. Babcock, Babcock Lumber Company, Pittsburgh, Pa.; R. M. Carrier, Carrier Lumber and Manufacturing Company, Sardis, Miss.; R. H. Vansant, Vansant, Kitchen & Co., Ashland, Ky.

TRADE RELATIONS COMMITTEE

W. E. Litchfield, Chairman, Litchfield Brothers, Boston, Mass.; W. G. Frost, Frost & Davis Lumber Company, New York City; L. A. Amsler, United States Spruce Lumber Company, Marion, Va.; A. J. Brady, Jr., Brady Brothers, No. Tonawanda, N. Y.; E. K. Harroun, J. E. Harroun & Son, Watertown, N. Y.; J. W. Coles, Philadelphia, Pa.

CHAMBER OF COMMERCE OF THE U. S. A.

F. R. Babcock, National Councillor, Babcock Lumber Company, Pittsburgh, Pa.

Chicago Golf Annual

The eleventh annual tournament of the Lumbermen's Golf Association of Chicago will be held, according to the announcement of Secretary F. C. Gifford, at the Beverly Country club, on Tuesday, June 12. The meet will include the regular tournament and luncheon and the get-together dinner and business meeting in the evening. The events will include championship play for the Lumbermen's Golf Association medal, the American Lumberman's cup, the play for the Stillwell cup, for the Lumbermen's Association of Chicago cup, for the Hettler cup, for the president's cup, for the S. O. Knudson trophy, the John O. Nessen trophy, the H. E. Hooper trophy, the half century trophy presented by J. L. Lane and W. L. Sharp, and five flight events, the trophies for which were presented by C. F. Thompson, Fred Burnaby, C. J. True, W. B. Swift and James S. Kemper.

The officers of the association are: President, Herman H. Hettler; vice-president, J. W. Embree; secretary-treasurer, F. C. Gifford, and the committee chairmen are: On arrangements, J. L. Lane; membership, E. A. Thornton; entertainment, J. L. Barchard; reception, F. L. Johnson, Jr.

With the Trade

George W. Hartzell Increases Equipment

In conformity with a plan for rendering even more efficient his model walnut plant at Piqua, O., George W. Hartzell has just about completed the installation of a new Clark mill with additional engines and is strengthening the inside of the plant at many points. Mr. Hartzell says this will put the company in a very desirable position in the way of getting out good lumber and in good quantities. This is just the beginning of a comprehensive plan to modernize the plant in every particular, not merely according to sawmilling standards but taking into account also methods and equipment tending to efficiency in other industries, as they can be adapted to the Hartzell operation.

Clinton C. Crane

Clinton C. Crane, millionaire lumber dealer, died of heart disease at 6:30 o'clock, Friday, May 4, at his home, 2189 Grandin road, Cincinnati.

He had been in poor health since December 1, 1916, but with the coming of spring and milder weather had rallied and, at times, was able to go to the office of C. Crane & Co., 17-31 Eastern avenue, of which he was secretary-treasurer and general manager.

Representatives of a number of business organizations attended the funeral of Mr. Crane, which was held from the residence on Grandin road, Monday afternoon. Notable among the business men present were the board of governors of the Hardwood Manufacturers' Association of the United States, who attended the funeral in a body. Services were conducted by the Reverend Mr. Charles Blake, pastor of the First Presbyterian Church of Madisonville. The honorary pall bearers were Harvey Cole, Omer Cole, John E. C. Kohlsaas, Albert Krippendorf, Charles Crane, Mr. Campbell, William Crane and Omer Crane. Burial was in Spring Grove Cemetery.

Clinton C. Crane was born three miles southwest of Eaton, O., October 11, 1844. His father, William Crane, was born in Virginia, but had passed the greater part of his life in Preble county, Ohio. The elder Crane was a farmer and live stock dealer. His business required him to make frequent trips to Cincinnati. On one of these trips in 1845 he died suddenly at the old Blackbear hotel in this city.

Clinton Crane was given such education as the public schools of those days afforded. When twelve years old he determined to follow in the footsteps of his father and, much to the surprise of his neighbors and friends, began buying live stock, displaying a shrewdness and appreciation of values in his deals hardly to be expected in one of his tender years. Like his father, he made frequent trips to Cincinnati.

In 1861 he started a cattle ranch five miles southeast of Kent Station, Ind. Three years later he turned his attention to the business he was to devote his entire attention to the balance of his life. He contracted with a Canadian firm to take charge of a lumber camp at Peru, Ind., and in a short time had thoroughly mastered the logging business. His brother, W. B. Crane, was associated with him in the business and they in time adopted the firm name of C. Crane & Co. Their partnership was dissolved in 1868.

In 1871 Mr. Crane formed a partnership with James O. Cole, Peru, Ind., the former firm name of C. Crane & Co., being retained. They incorporated under this name in 1894, Mr. Cole becoming president and Mr. Crane general manager and treasurer.

C. Crane & Co. built its first sawmill in Cincinnati in 1880. Here the firm did a business that in recent years has been estimated at more than 100,000,000 feet of lumber cut and placed on the market yearly. The company owns extensive timber and stumpage lands in West Virginia and Eastern Kentucky.

Mr. Crane married Miss Isabelle Blake, daughter of Major Horace Blake, Peru, Ind., in 1868. Two children were born of this union—Mrs. John E. C. Kohlsaas and Mrs. Albert Krippendorf, both residents of Cincinnati.

At one time Mr. Crane was a member of the Chamber of Commerce executive board, in which body he retained membership up to the time of his death. He was also a member of the Hardwood Manufacturers' Association of the United States, Lumbermen's Club and Business Men's Club.

THE CRANE WILL

An estate said to amount to more than \$1,000,000 is disposed of by the will of Clinton Crane, which was filed for probate in Cincinnati May 7. Mrs. Isabella Crane, the widow, is left the palatial house on exclusive Grandin road, East Walnut Hills, the furniture, auto stock and all personal property at the home.

The widow and daughters, Mrs. Frances Kohlsaas and Mrs. Gertrude M. Krippendorf, are left the residue of the estate, including valuable real estate in West Virginia and eastern Kentucky, after the following special bequests are made: \$10,000 each to five grandchildren—Mrs. Louise Kohlsaas Henderson, Mrs. Frances Kohlsaas Harrison, Dietrich Kohlsaas, Miss Karline Krippendorf and Miss Maybelle Krippendorf; \$5,000 each to his nephews, Omer Crane and W. B. Crane and his niece, Mrs. Martha Cramer, and \$7,500 to Charles W. H. Crane, a nephew.

His sons-in-law, John E. C. Kohlsaas and Albert Krippendorf, and his nephew, Charles W. H. Crane, are named executors, with power to maintain or dispose of his partnership in C. Crane & Co.

Mr. Crane's real estate holdings in West Virginia and eastern Kentucky are principally in coal and timberlands, although considerable of the property has been improved after the timber was developed.

W. H. Weller in the Lumber Business

W. H. Weller, formerly secretary of the Hardwood Manufacturers' Association, now has offices at 616 Mercantile Library building, Cincinnati, and is doing business as a manufacturers' agent, handling hardwoods and cypress lumber. Mr. Weller writes that he is doing nicely considering that he has been at it only two weeks. He states that he is representing Lee Wilson & Co. in Indiana and Ohio and several other good concerns on stock not now on the Lee Wilson list.

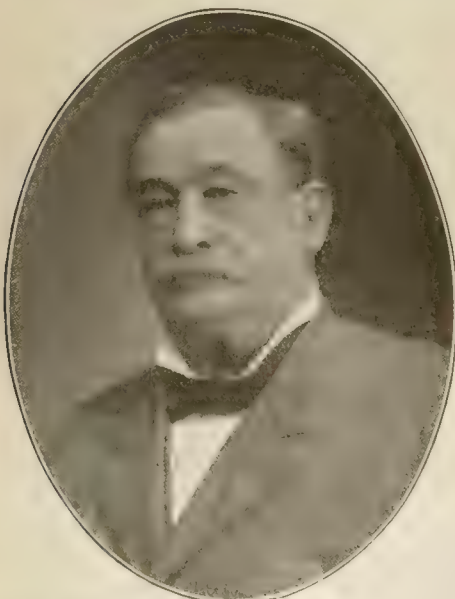
Joseph L. Johnson Assistant to Swan

The office force of the Northern Hemlock and Hardwood Manufacturers' Association at Oshkosh was increased with the arrival from Philadelphia, Pa., of Joseph L. Johnson, who has assumed the duties of assistant secretary to O. T. Swan. Mr. Johnson has spent the greatest part of his time, since completing his preliminary education, in the lumbering industry, having been six years in South Carolina with the Three State Lumber Company and with the Saltkeatchie Lumber Company of Madison and Seofield respectively.

William Lodge

A stroke of apoplexy following an attack of acute indigestion proved fatal to William Lodge, sixty-eight years old, pioneer machine and wood-working tool manufacturer, at his home, 4033 Rose Hill avenue, Avondale, suburb of Cincinnati.

Mr. Lodge awoke at 4 o'clock and passed nearly two hours reading. Shortly before 6 o'clock he went to a bath room and just was entering when he was stricken, and died before members of his family could reach him. His sudden end was a great shock to the business community, in which he for more than forty years had been a leading figure, being head of the Lodge & Shipley Machine Tool Company. Mr. Lodge was born in Leeds, England, May 12, 1848, where he served his apprenticeship as an expert mechanic, coming to the United States in 1869. He lived three years at Philadelphia and became a resident of Cincinnati in 1872. He was made foreman of Steptoe, McFarland, Nottingham & Co.'s machine tool works, the pioneer concern of its kind west of the Alleghenies.



The Late Clinton C. Crane, Cincinnati, Ohio.



W. H. Weller, Cincinnati, O., who has recently engaged in the hardwood business.



J. L. Johnson, Oshkosh, Assistant Secretary of Hemlock and Hardwood Association.

In 1880 Mr. Lodge entered a partnership to manufacture machine tools with William Baker, the firm being Lodge, Baker & Co.

The present great concern, Lodge & Shipley Machine Tool Company, was formed in 1892. A specialty of Mr. Lodge was the making of lathes; he constantly was improving their quality.

Gadd-Uhl

Frank R. Gadd, assistant to the president of the Hardwood Manufacturers' Association of the United States, was married in St. Louis on April 21 to Miss Pauline Gannon Uhl, daughter of Mr. and Mrs. Silas W. Uhl of Dixon, Ill., the ceremony taking place at the residence of Mrs. S. W. Uhl, on McPherson avenue. After the ceremony, the couple left for French Lick Springs, Ind., where they spent their honeymoon of a week. They then went to Washington, New York and other eastern cities and after May 15 will be at home at the Altamont hotel, Ft. Thomas, Ky., a Cincinnati suburb.

Big Company Perfects Organization

The Pritchard & Wheeler Lumber Company, Memphis, which recently applied for a charter, has received this instrument and perfected organization by the election of the following officers: President, William Pritchard; vice-president, C. L. Wheeler; secretary-treasurer, Paul Rush; general manager, Charles G. Kadel. Directors chosen, in addition to the foregoing, are: Mack Pearce, C. P. Bodine, M. S. McGehee and J. M. Clements. The company is capitalized at \$300,000, all paid in, and owns 27,000 acres of hardwood timberlands in Louisiana, 15,000 near Wisner and the remainder near Lake Bruin. It is now installing a mill at the former point and when this is completed it will establish another at the latter. Both mills will have a daily capacity of 75,000 feet and will be equipped with re-saws. Mr. Kadel left Memphis May 1 to superintend the construction of the mill at Wisner. Headquarters of the company will be in Memphis, but Mr. Kadel will make his home at Wisner.

Messrs. Pritchard and Wheeler are the owners of J. W. Wheeler & Co., Memphis and Madison, Ark., while Messrs. Kadel and Rush are the principal stockholders in the Riel-Kadel Lumber Company. The latter gentlemen, however, have sold their interest in that concern and will surrender the management thereof on June 1.

Big Operators Making Life Easier for Employees

Lumber interests in Memphis territory are using various methods of increasing the pay of their employees, including the buying of seed and the setting apart of plots of ground for the raising of gardens and food-stuff crops. Some are actually paying higher wages. Included in the latter number are Geo. C. Brown & Co., who have granted an increase of 10 per cent in wages to all their employees, and J. W. Wheeler & Co., who pay their employees a bonus on the tenth of each month equivalent to 10 per cent of their wages for the preceding thirty days.

Lumber interests recognize the tremendous increase in the cost of living and the higher wages now being paid are directly in recognition of this condition.

The Paepcke Leicht Lumber Company and the Chicago Mill & Lumber Company, both of which have branch offices in Memphis, have announced that they will pay to all their employees who have already voluntarily enlisted, or who may voluntarily enlist, full salaries for the period of the war. This has been done to enable those having families dependent on them to enlist if they feel so disposed. The proposal has greatly stimulated enlistment of employees of the companies in both the army and the navy.

Large New Mill in Virginia

The Holston River Lumber Company has completed a large double band mill and a large number of houses for its employees at Clinchburg, Va., on the Saltville branch of the Norfolk & Western Railway. It is said to be the largest lumber operation in that part of the country. It will draw upon the Clinch Mountain tract of timber purchased last year from the Parsons Pulp Lumber Company. The logs will be hauled over a standard gauge railroad which is now being constructed. Timber cutting on the tract has already commenced.

A Correction

In the April 25th issue of *HARDWOOD RECORD*, the Dickelman Lumber Company, Tiffin, O., was reported as having taken over the business of the East Side Lumber Company there. This was incorrect, as the East Side Lumber Company is still operating its retail yard there under that name, but is incorporated under the name of The Washington Lumber Company of Washington C. H., O., with A. W. Johnson as president and treasurer; C. C. Sheppard, vice-president, and J. E. Sheppard, secretary and manager. These also are the officers of the Washington Lumber Company, who recently took over the business of the Dickelman Lumber Company.

Reorganized Machinery Company

The William E. Hill Company of Kalamazoo, Mich., for a long time in the sawmill machinery business, sends the following letter announcing the reorganization of this company with new interests and new capital:

The Wm. E. Hill Company, Kalamazoo, Michigan, the well-known sawmill machinery builders, announce that new capital and new blood have been brought into its organization, with the result that it is again prepared to actively, push the manufacture and sale of the favorably regarded "Hill Line."

The new owners are Kalamazoo people, who have a sense of local pride in the old Hill house, and who believe that in supplying the necessary funds and injecting a new spirit in both the manufacturing and business ends the "Hill Line" will very shortly be as well known and as broadly

demanding by the young mill man, who has just stepped into the saw mill, as was the case with his predecessors.

Not only will the old tried and true designs be employed (all old patterns, tools, jigs, etc., are available), but new construction and improvements of merit will, so far as tests prove them practical and valuable to the trade, be adopted.

The Hill company will be very glad to hear from any saw mill machinery user as to his old or prospective Hill equipment, and in re-introducing itself to the trade does so in the belief that it will be of even greater service to you in the future than it was in the past.

This Man Wants to Buy Cottonwood, Basswood, Maple, Oak and Hickory

HARDWOOD RECORD has received the following letter from a lumberer in Canada, dated May 4:

Kindly put me in touch with manufacturers of cottonwood and basswood which will go into the manufacture of wagon boxes. I also require prices on maple, oak and hickory to be used in connection with building farm wagons.

Wisconsin Hardwood Men in Big Western Deal

Prominent manufacturers of Wisconsin and upper Michigan are interested in one of the biggest of recent western lumbering purchases. It was announced recently that the property of the Wind River Lumber Company at Cascade Locks, Ore., near Portland, was sold to men interested in the Bridal Veil Lumber Company, which also operates on the Columbia river. The transfer involved about \$1,500,000. The output of 100,000,000 feet annually will be handled through the Douglas Fir Lumber Company as selling agent.

E. B. Hazen, secretary of the Bridal Veil Lumber Company, and C. G. Briggs of Portland acted for the purchasers in closing the sale.

The company has 1,000,000,000 feet of standing timber on the Washington side of the Columbia river.

Dr. I. E. Earle of Hermansville, Mich., will be president of the new company, which will operate under the same name as before. C. G. Briggs of Portland will be vice-president; E. B. Hazen, secretary and treasurer. The other interests involved are I. N. Bushong of Gladstone, Mich.; I. N. Moore, Fond du Lac, Wis.; C. A. Mauk of Toledo; H. H. Holland, Portland, Ore., and H. A. Rupp, Saginaw, Mich.

Pertinent Information

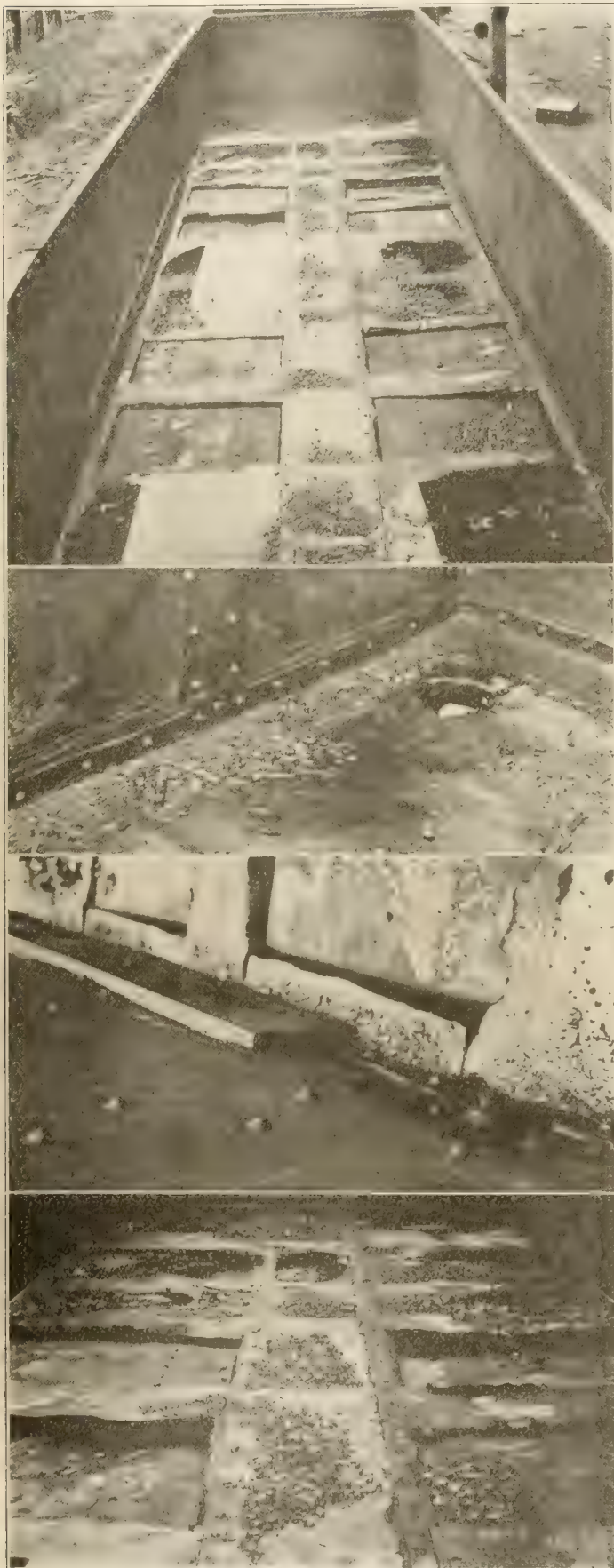
Big Ship Building Developments in Baltimore

At least two new projects involving the construction of wooden vessels in accordance with the government program of constructing vessels faster than the German submarines can sink them have taken tangible form as far as Baltimore is concerned, while a third is talked of, though it has not so far assumed definite shape and is still in a very tentative stage. One of these projects is represented in the formation of a \$1,000,000 corporation to be known as the Maryland Shipbuilding Company, by J. E. Aldred, chairman of the Consolidated Gas, Electric Light and Power Company, of Baltimore, and associates. All the preliminary work of assembling material and labor is said to have been completed, and it is expected that the plant will be in active operation within six months. It is estimated that one vessel a month will be turned out, and the intention is to make the industry a permanent one, to continue even after the necessities of the war have been met. The initial plans call for a plant that will give employment to about 2,000 men, but the statements so far made give little or no information about the site. The incorporators besides Mr. Aldred are John R. Bland and M. Ernest Jenkins, with Charles E. F. Clarke of the Pennsylvania Water and Power Company as president; Thomas Benson, former chief engineer of the floating equipment of the Baltimore, Chesapeake & Atlantic Railways, as vice-president; C. E. C. Pusey, as secretary and treasurer, and Messrs. Aldred, Clarke, B. Howell Griswold, Jr., Jenkins, John M. Dennis, Thomas M. Benson and Mr. Bland as directors.

Another similar enterprise is that to be established on the Middle Branch of the Patapsco, near Fort McHenry, by the Baltimore Shipbuilding and Dry Docks Company, which has been for years conducting a yard for the construction of steel vessels at Locust Point. The new plant will build wooden ships only. A third enterprise is being promoted by Bernard N. Baker, who was head of the Atlantic Transport Line prior to its absorption by the International Mercantile Marine. This project is said to involve the organization of a \$50,000,000 company to construct steel vessels and to establish a steel works just across the river from Sparrows Point. In the fourth place, the Bethlehem Steel Company, owned by Charles M. Schwab and interests connected with him, plans a large extension of its shipbuilding facilities at Sparrows Point. If all these undertakings are realized, Baltimore will become one of the most important shipbuilding centers in the United States, using large quantities of hardwood and other lumber.

Baltimore Exports Lag

There is no change in the export situation, as indicated by the statement of shipments from this port for March, which was delayed by the preparations for war and did not make its appearance until perhaps ten days after the usual time. The statement shows that while the forwardings of walnut logs increased, as compared with the same month of last year, practically every other item, with the notable exceptions of spruce and poplar, declined as far as the volume of business done is concerned, some of the classifications, which formerly cut an important figure in the trade, being wholly



ONE REASON WHY THE RAILROADS HAVE NOT BEEN PROFUSE WITH DIVIDENDS OF LATE YEARS. SEE THE SAME EVIDENCE YOURSELF ON ANY STEEL CAR.

insignificant. This applies especially to oak boards, of which not more than 31,000 feet was forwarded, against 1,356,000 feet in February, 1916. There were no shipments of gum, but the exports of poplar increased from 52,000 to 237,000 feet, while spruce advanced from 261,000 to 935,000 feet. On the whole, however, the showing is very unsatisfactory and furnishes further evidence of the determination of the foreign buyers to restrict their wants to the lowest possible proportions, so that the actual shipments must be regarded as reflecting absolute and unavoidable requirements. The increase in the exports of spruce, naturally, are being called for by the construction of aeroplanes, which is a business greatly stimulated by the war. Everything else lags, and the outlook presents a decidedly discouraging aspect. The statement of shipments for March, as compared with the same month of 1916, shows a total value of lumber and lumber products of \$126,991 for March, 1917, and \$155,498 for March, 1916.

The advance in the ocean freight rates to about \$3 per 100 pounds from Baltimore, Norfolk and Newport News to Liverpool, with other shipments at about the same ratio, it is feared, will still further tend to narrow shipments, this rate being virtually prohibitive, since it amounts to approximately \$180 on 1,000 feet of wagon oak plank, formerly one of the principal items of export. The apprehension is entertained that the foreign buyers will use substitutes, yellow pine, in fact, having already been employed for ties and wagon sills and similar purposes, and, in the opinion of the British consumers, having proved satisfactory. If this opinion should be supported by the test of time it might mean that the handlers of oak would never get back their business in wagon oak plank, even after the war, which would deprive oak of a market that has proved very receptive in the past and has taken care of large quantities of lumber.

"Back to Wooden Cars" the Popular Slogan These Days

The accompanying illustrations give visible evidence why the practical railroad officials as well as many other people are realizing that the all-steel freight car is not what it was claimed to be. In fact, in many of its features it is a decided failure. Railroad officialdom was loath to take up with the steel car, but was compelled to do so by pressure of public opinion based on misinformation, and undoubtedly to a degree also by the fact that the railroads are so closely linked with the big steel producing interests.

Any proofs of claims of superiority for the steel car over the wooden car (concrete and specific proofs have never been evident) have always been glitteringly general in their character and have consisted mainly of calling attention here and there to wrecks where steel cars held together when dumped down an embankment or after they had come into more or less forceful contact with one another. But the wear and tear of ordinary usage is not spectacular enough and it remained for time to furnish the necessary proof of baselessness of most of the claims advanced by steel car advocates.

The photographs need no startling argument. They illustrate the inevitable terrific wastage of material and the loss of time and efficiency due to inefficient equipment that accompanies the natural deterioration of metal in contact with many of the materials that are loaded into freight cars. They show what steel does when presented to a combination of the elements and of the naturally rigorous wear accompanying freight travel. They show that when a steel car is gone it cannot be taken to the shops and repaired quickly by the substitution here and there of a good piece of sound wood for a piece that has been broken. They show that the railroads are transporting immense quantities of unproductive weight because the double bottom steel car accumulates refuse and holds, when even slightly damaged; considerable quantities of the bulk materials transported. This in the aggregate constitutes a tremendous freight bill which is never paid. And all this definite proof on top of the unalterable statistics showing tremendous increase in cost of manufacturing steel cars and the immensely excessive cost over the figures involved in the making of wooden cars, and then also taking into account the excessive wear on tracks and excessive call on motive power due to greatly increased weight, point the way to reforms by railroad officials, many of whom have already gone on record in unqualified terms endorsing the use of properly constructed wooden freight cars in place of the provenly defective steel cars that have been in use.

The following is the summarized declaration of William Queenan, assistant superintendent of the Burlington railway shops, which was made before the Western Railway club in Chicago recently:

That the initial cost of the composite gondola with the present price of steel should be less than the all steel gondola.

That the composite type of car costs less to maintain than the steel car.

That sides of the composite car do not bulge as do those of the steel car.

That records show while the composite car costs more to repaint than the steel car, they do not require painting as frequently.

That a large portion of the repairs to composite cars can be taken care of at other than steel car shops.

That certain properties in coal cause corrosion to steel and that wood is not affected by these.

Made Up for It.

Fay: The Widow Dashaway's husband didn't leave her much when he died, did he?

Ray: No, but he left her very often when he was alive — Philadelphia

Canadian Lumber Industry

A recent trade report concerning the Canadian lumber situation says that the industry was carried on at a considerable disadvantage in 1916.

The labor shortage was severely felt, for it was not only difficult to secure woodsmen, but the efficiency of those secured was far below the standards of former years. On account of higher wages and the advanced cost of supplies, logs will probably cost double what they did in 1915, but perhaps only about 50 per cent more than the normal cost in the years immediately preceding the war. The effect of this increased cost will not be fully felt, however, until late in 1917 or in 1918.

Spruce for Aeroplanes

Western railroads are making every effort to rush the transportation of large quantities of Oregon spruce lumber to the Curtis aeroplane factory at Buffalo, N. Y. This action has been taken as the result of a request from the chief of the Aviation Corps of the United States Army. Oregon spruce has been in heavy demand for the last two years by the Entente Allies and large quantities have been exported to Europe for the frames of flying machines. The movement of spruce by the railroads has been put ahead of almost all other classes of freight.

The Government Economizes on Paper

The government is urging that the people practice economy in all matters, and it is setting an example in the matter of paper. The daily commerce reports are now printed on paper not up to the standard maintained by the ordinary newspaper. These reports were formerly printed on paper good enough for writing purposes. Economy is a good thing, but too much economy may be worse than a little waste.

Statistics on Camp Food

The recent bulletin of the Northern Hemlock and Hardwood Manufacturers' Association contains a letter from a large manufacturer giving statistics on the number of potatoes used in feeding northern camp men. The letter follows:

O. T. Swan, Sec'y, Oshkosh, Wis.

Dear Sir: This statement of potatoes used in different camps last winter may be of sufficient interest to be published in the Bulletin:

POTATOES USED IN CAMPS SEPTEMBER 1, 1916, TO APRIL 1, 1917

	Days	Potatoes bushels	Potatoes weight	Weight per day per man	Number of pounds of meals	per meals
McCauslin Brook						
Farm Camp.....	2,309	54	3,240	1.40	7,273	.445
Camp No. 1.....	834	21½	1,290	1.54	3,081	.418
Camp No. 2-L.....	11,779	265	15,900	1.35	40,133	.396
Camp No. 3.....	18,358	425	25,500	1.39	59,251	.430
Camp No. 4.....	9,859	228	13,680	1.39	30,519	.448
Camp No. 2 *B.....	1,014	23	1,380	1.36	3,266	.422
Camp No. 6 *B.....	9,657	264½	15,870	1.64	30,673	.517
	53,810	1,281	76,860	1.428	174,196	.441

The number of days is arrived at by taking the actual number of days worked and adding one-sixth for Sundays. The number of meals, if correctly kept, is more accurate, as it includes meals eaten by men who were transients or visitors or jumpers who were not on the time roll. A recent article in the Sentinel states that the consumption of potatoes in Germany before the war was three pounds per day for each man, woman and child, which would seem to be excessive. As far as possible during the last winter we did not permit the cooks to peel potatoes, and they used the smaller potatoes, which have heretofore undoubtedly been thrown out to the bogs, so that they used a much smaller amount of potatoes than usual.

Yours truly,

HOLT LUMBER CO.,
W. A. Holt, Vice-President.

WAH/LK

Estimating Building Costs

More attention is paid now to finding exact costs than ever before, because high prices make it necessary that this matter receive prompt and careful attention. For that reason a small book just published by the David Williams Company, 239 West Thirty-ninth street, New York, is particularly to the point. Its title is "Estimating Building Costs," and its author is William Arthur, who is widely known to readers of technical books that deal with estimating building material. The volume contains only 200 pages, but it is more replete with concise, up-to-date information of use to builders than many a book of much larger size. Publications by the same company cover various parts of the building trade, and their extensive use has made them of great value to the country.

Referendum on War Taxes

The Chamber of Commerce of the United States is sending a referendum to the business men of the country, asking a vote on a plan to raise \$1,600,000,000 a year in war taxes. Under the plan, the tax may be levied under eight heads, listed below:

- 1.—Approximately \$400,000,000 of the amount raised by taxation in the first year should be obtained as a war measure, from increased individual income taxes, through such increased super-taxes and decreased exemptions as the committee recommends.
- 2.—Approximately \$200,000,000 of the amount raised in the first year should be obtained by additions to the present excess profits tax, with amendments to the law which the committee recommends.
- 3.—The first-class postage rate, as a war measure, should be increased by 50 per cent to yield approximately \$100,000,000 in the first year.
- 4.—Stamp taxes should be imposed to yield approximately \$250,000,000 in the first year.
- 5.—Customs duties should be imposed on articles to yield about \$100,000,000 the first year.
- 6.—Excise taxes should be imposed upon a list of articles of luxury and general use which would yield about \$500,000,000 the first year.

- 7.—Retroactive taxes should not be imposed upon incomes or profits.
- 8.—The amount of exemption from the capital stock tax should be decreased from \$99,999 to \$24,999.

Russian Lumber for New York

Plans are being laid by a large Russian company to ship lumber to New York and other eastern territory. A preliminary step in this plan will be the establishment of a ship line from Siberia to New York. The Siberian terminus of the proposed line will be on the coast of the Kara Sea, which body of water is enclosed between the island of Nova Zembla and the mainland of northern Asia, just east of the line separating Russia from Siberia. The ships will pass north of Norway and cross the Atlantic to New York. Large bodies of timber lie contiguous to the Kara Sea coast, and large rivers flow into the Arctic Ocean in that vicinity, affording means of rafting timber from the interior of Siberia. Large sawmills are in operation in that region, and it is not improbable that an outlet for some of that timber may be sought in America after the war. It is not likely that any shipping will be undertaken before the close of hostilities.

Box Business Brisk

Reports from the Pacific coast say that the orders for box shooks have assured the mills excellent business for months to come. The salmon pack alone is expected to take 10,000,000 cases, while one-fourth as many more will be required for the Hawaiian pineapple pack. The call from fruit and vegetable packers on the Pacific slope will be very large. But the box-makers say that large orders are on file for boxes to supply the Middle West, and orders of considerable magnitude are booked from the Atlantic states. In the face of this large prospective business, the Pacific coast mills are short of box lumber, particularly dry pine.

Hardwood News Notes

< MISCELLANEOUS >

The Liverpool Hardwood Company of Liverpool, England, wholesale dealers and exporters of lumber and mahogany, has opened up a branch office in the Hudson Terminal building, New York City, for the purpose of transacting a domestic and export business. Maurice J. Saperstone is in charge.

The Weis Manufacturing Company, Monroe, Mich., is building an additional structure, to be used as a wood turning shop, with double the capacity of the wood working department. The addition will be 90x140 feet, and three stories high, with basement. It will be completed about September 1. The increased demand for the concern's hardwood desks and office equipment made the addition imperative. About 100 more men are to be employed.

The capital stock of the Toledo Bending Company, which was recently purchased by the Milburn Wagon Works, Toledo, O., has been reduced from \$45,000 to \$30,000.

The Grant Trust & Savings Bank Company has been appointed receiver for the Marion Bench & Cabinet Company, Marion, Ind.

A petition has been filed for receiver to foreclose mortgage against the Hastings Casket Manufacturing Company, Hastings, Minn.

The George Rost & Sons Woodworking Company, Newport, Ky., has suffered a loss by fire.

The Detroit Mill & Lumber Company recently began business at 416 Maybury Grand avenue, Detroit, Mich.

The capital stock of the Western Wheelbarrow Manufacturing Company, South Fort Smith, Ark., has been increased to \$150,000.

Charles Oliver, F. H. Lewis and W. C. Stanton have been appointed trustees to liquidate the business of the Osgood, Blodgett Manufacturing Company, St. Paul, Minn.

The Glascock Brothers Manufacturing Company, Muncie, Ind., has been succeeded by the Valentine Glascock Company.

Mosier-Weny, Allegan, Mich., are manufacturers of phonograph cases.

The American Parlor Frame Company, Sheboygan, Wis., will erect a one-story brick addition to its plant.

An involuntary petition in bankruptcy has been filed by the Northern Hardwood Lumber Company, Minneapolis, Minn.

Fred Joyce, secretary of the William G. Barker Company, Boston, Mass., died recently.

J. S. Otis and W. W. Carre have been appointed receivers for the W. W. Carre Company, Ltd., New Orleans, La.

At Newark, N. J., the Planing Mill Company has been incorporated with \$50,000 capital.

The Atlanta Wood & Iron Novelty Company, Atlanta, Ga., is reported bankrupt.

A loss by fire has been sustained by the Anderson Handle & Lumber Company, Alba, Mich.

Leo F. Hale, Gladys M. Hale, Oscar L. Palmer and Jesse H. Gleason of Grand Rapids, Mich., have organized the Furniture City Casket Company, that city, its capital being \$5,000.

The United Homes Company has recently begun the manufacture of ready-cut house bills at Detroit, Mich.

Among recent incorporations are: The F. S. Williams Manufacturing

Company, Bridgewater, Mass., capital \$15,000; the Danielson Manufacturing Company, capitalized at \$25,000, at Independence, Mo., to manufacture farm implements; the S. S. Ricard Company, Toledo, O., with a capitalization of \$200,000 succeeding S. S. Ricard & Co.; the Hart Lumber & Manufacturing Company, Martinsville, Va., \$25,000 capital, and the Farmville Manufacturing Company, Farmville, Va., incorporated at \$50,000 under same name.

The capital stock of the Kellogg Brothers Lumber Company, Grand Rapids, Wis., has been increased to \$120,000.

At Gulfport, Miss., the Gulfport Shipbuilding Company has been incorporated.

The style of the Pelican Cooperage & Lumber Company, Mound, La., has been changed to the Pelican Lumber Company.

CHICAGO

The Old Colony Chair Company, Rockford, Ill., has increased its capital from \$15,000 to \$100,000.

The H. P. Nelson & Son Piano Company, Chicago, has filed an involuntary petition in bankruptcy.

G. Von Platen, with office and interests at Grand Rapids, Mich., and mills at Iron Mountain, Mich., spent a busy day in Chicago last week on business.

The executive committee of the National Hardwood Lumber Association was in session at Chicago on May 3. The members of the committee who met with Secretary Fish at the association headquarters were: F. R. Babcock, C. H. Barnaby, T. M. Brown and Theodore Fathauer.

Among prominent lumbermen who have gone to Washington to confer with government officials as members of the lumber and forest products commission of the National defense are: C. H. Worcester of the C. H. Worcester Company, Chicago; W. E. DeLaney, president of the Kentucky Lumber Company, Lexington, Ky., and W. M. Ritter of the W. M. Ritter Lumber Company, Columbus, O. Other members of the committee are: W. H. Sullivan, Bogalusa, La.; R. H. Downman, New Orleans; Henry Graves, chief forester, Washington; Charles S. Keith, Kansas City; E. T. Allen, Portland, Ore.; J. T. Gregory, Tacoma, Wash.; W. R. Brown, Berlin; N. H. and George S. Long, Tacoma, Wash.

H. W. Baker, Jr., of the Baker-Matthews Lumber Company, Sikeston, Mo., spent most of last week in Chicago in conference with the northern representative, J. H. Staunard, who has offices in the Fisher building.

J. A. Faust, vice-president of the Faust Brothers Lumber Company, Vicksburg, Miss., who handles the northern end of that firm's business, has gone south for a month's trip. Mrs. Faust accompanies him to New Orleans and other large southern cities.

HARDWOOD RECORD is in receipt of a letter from the Boner-Mills Company, formerly of Asheville, N. C., stating that its office has been moved from that point to Sumter, S. C., where its mill is manufacturing poplar exclusively. The move was made because with the office closer to the mill the company will be in better position to give quick and efficient service.

B. W. Lord of the Chicago Veneer Company, Chicago and Danville, Ky., said that his company has 7,000,000 feet of gum logs at its plant in Brinkley, Ark., which would probably go into veneers this year, and 13,000,000 feet of timber will be cut into veneer at Mr. Lord's plants. They are well supplied with orders of all kinds and are pleased with prospects.

HARDWOOD RECORD desires to correct a statement made in its last issue relative to the Sterling Lumber and Supply Company of Lima, O. That issue contained an announcement of the purchase by the Slagle Lumber Company of Lima of the Lima and Tiffin yards from the Sterling company, but stated that the headquarters of the Slagle company are at Newark, O. This is incorrect.

W. R. Edwards, B. K. Edwards and C. H. Bradford have incorporated the O. G. Leach Hardwood Lumber Company, city, with a capital stock of \$100,000.

The Enterprise Lumber and Mill Work Company with a capitalization of \$20,000 has been incorporated here by Bessie G. Knox, Duncan G. Dewar, Ethel Dewar and George T. Knox.

BUFFALO

April is the first month so far this year to show an increase in the cost of building permits in Buffalo. The total cost for the month is \$939,000, as compared with \$803,000 in that month last year, a gain of about seventeen per cent. The total costs for the first four months of 1917 were \$2,317,000, as compared with \$2,896,000 in that period last year. This is a decline of twenty per cent. Whether the decline will be made up later is a matter of doubt, though business so far this month has been on a fairly liberal scale. Interviews with a number of retail lumbermen show that the disposition to build houses is not so great as it sometimes is. The weather may have something to do with this, for very few warm days have thus far been enjoyed.

Taylor & Crate have this month removed their main office from the Prudential building, where they have been for a dozen years or more, and are now located at the new yard at Elmwood and Hertel avenues. They are not yet settled in their new office, but are using temporary quarters for a couple of weeks. They were about the last of the downtown wholesalers whose main office was away from the yard.

Fred M. Sullivan has been spending some days on a fishing and business

trip in Michigan, looking after stocks of lumber at the mills. T. Sullivan & Co. will have one of the earliest cargoes to arrive here this season.

The Standard Hardwood Lumber Company reports that the furniture demand has fallen off to some extent lately due partly to the tendency of housekeepers to put their money into food in anticipation of higher prices. Much stocking of high-priced foodstuffs is being done here and in other cities.

R. D. McLean has returned from a business trip to Michigan and Indiana. He reports that mahogany prices are very strong and a further advance of from \$50 to \$60 is predicted by some people unless a larger amount of tonnage is furnished to bring lumber from abroad.

The A. J. Chestnut Lumber Company is returning to New England territory for lumber and lately bought a large block of high-grade birch in New Hampshire, which is good stock at any time.

PITTSBURGH

D. L. Helman of Warren, O., one of the biggest buyers and shippers of ship timber in the United States, recently underwent a very serious operation at a Boston hospital and is now improving rapidly. Mr. Helman has bought probably two-thirds of all the big oak that was sold on the Western Reserve in the last twenty-five years.

The Frampton-Foster Lumber Company, which is confining its business this year chiefly to oak and hardwoods, had the largest shipments in April of any month in its history. Mr. Frampton believes that prices on hardwoods are going to increase steadily during the war and that good bill oak will hit the \$50 mark within the next two years.

The Bradley Lumber Company made a record-breaking month in April in its lumber shipments, due to the fact that a large number of cars which had been embargoed were released. Mr. Bradley says that it is almost a problem to know what to ask for good lumber now. He recently made a trip among the West Virginia mills and found that mills considerably removed from lumber centers there had fairly good stocks to sell.

The Garling & Splane Lumber Company is now being incorporated under Pennsylvania laws by John T. Garling and G. R. Splane, G. L. Jahn, A. N. Stamm and E. B. Shew. The company has been a leading wholesaler here for several years operating under the same name.

The Kendall Lumber Company will shortly have its new hardwood operation at Cheat Haven, Pa., fully under way. Its officials report an excellent demand for hardwood from the mines and also from corporations and the railroads.

The Acorn Lumber Company sees nothing but high prices for lumber this summer and in fact all the year. Stocks at the mills are badly broken and the man who can pick up good lumber anywhere is pretty sure to find a desirable market for it within a short time, according to H. F. Donhoff.

The Central Pennsylvania Lumber Company has bought all the lumber properties of State Senator Charles W. Stone for about \$1,000,000. The properties are located in Lycoming and Sullivan counties, Pa.

BALTIMORE

Charles M. Buchanan, a young hardwood man, with offices in the Equitable building, is expecting every day that Battery A, Light Artillery, which was organized last year and of which he is a member, will be called into active service. In that case he will close his offices, and the hardwood business which he has been looking after here for William Whitmer & Sons will have to be taken care of in some other way. It is thought the business will in such an event be managed by the Philadelphia office of the company, as A. Harvey McClay, who previously had charge of this end of the trade, is in poor health and has had to seek treatment at the Johns Hopkins hospital.

A report has been received here from Winchester, Va., to the effect that the big mill of the Deetfield Lumber Company eight miles south of Staunton, Va., was blown up on April 23 by a bomb placed near the engine room. Alien enemies are suspected, as the company has been at work on a large Government contract. Two companies of state militia were sent to the plant.

Daniel MacLean of the Daniel MacLean Lumber Company, a large dealer in hardwoods here, was in New York this week conferring with railroad officials and getting in touch with others in a position to afford some relief for the breakdown in transportation. Mr. MacLean says that he is experiencing more trouble than at any previous time in his business career with regard to the shipment or the receipt of stocks. His company has numerous orders on its books, but finds itself so badly hampered in sending lumber forward that the actual movement amounts to only a small proportion of the volume that could be handled with perfect railroad facilities.

COLUMBUS

The high price of building materials is stopping some forms of building but on the whole the effect is not so marked as one might suppose under the circumstances. The high price of steel has stopped some business blocks and the high price of bricks and lumber has stopped some speculative building. But on the whole dwellings and apartments are going right along and the total result will be quite satisfactory. No strikes of consequence have disturbed building in Columbus, but both Cincinnati and Cleveland have suffered from labor troubles. The records of the Columbus building department shows that many new projects are being carried out.

Architects and contractors are still busy figuring on plans and specifications for new buildings.

The Salem Sash and Door Company, Salem, O., has been incorporated with a capital of \$35,000 to manufacture doors and sashes. The incorporators are A. H. Wilhelm, John Stratton, C. F. Smith, W. W. Arnold and Lewis P. Metzger.

The T. G. Parsons Lumber Company of Kent, O., is successor to T. G. Parsons. The company has been incorporated with a capital stock of \$50,000.

The Baer Lumber Company, which operates a plant at Dover, O., has been taken over by the Garber & Moersch Lumber Company.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods, which is about equally divided between factories and the retail trade. Prices are strong and all recent advances have been well maintained. Mr. Horton looks for higher quotations during the summer months.

H. D. Brasher, head of the H. D. Brasher Lumber Company, has returned from an extended business trip through the lumber producing sections of the South.

J. A. Ford of the Imperial Lumber Company says trade in West Virginia hardwoods is excellent and prices show a tendency to advance.

According to the report of the Columbus building inspector for April, 1917, there has been quite a falling off in the valuation of permits issued as compared with April of the previous year. The department issued 324 permits having a valuation of \$532,000 during April, 1917, as compared with 393 permits and a valuation of \$1,166,840 in April, 1916. For the first four months of the year the department issued 793 permits having a valuation of \$1,463,910, as compared with 1,025 permits and a valuation of \$2,573,415 for the corresponding period in 1916. The reasons assigned for the decrease is the high price of steel and other materials. Quite a few large business blocks that were projected have been postponed. Construction of dwellings and apartments has been about as active as last year.

◀ CLEVELAND ▶

The lockout which has existed in the building trades during the past six weeks was ended about a week ago and building operations are gradually assuming normal conditions. All of the unions involved have signed articles of agreement with the exception of two small unions. Material men hope that this promises peace in the building trades for the balance of the year.

May 3 a strike was called by the teamsters' union, which has been anxious to unionize the lumber yards as well as the yards of the building supply dealers. They have not been successful in previous efforts. Lumber dealers still stand for the open shop as they did a year ago when confronted by the same situation.

As an outgrowth of the recent lockout an investigation has been commenced of charges that building material dealers conspired with the employers' association to prevent supplies reaching non-members, in violation of the anti-trust law. The no-delivery policy of supply men was a feature of the recent lockout.

The world war situation is undoubtedly restricting building operations and holding back building plans. The natural conservation incidental to war coupled with high prices of material and labor will result in less building. Lumber dealers are hoping that wholesale prices have about reached their maximum. If they go much higher many projects for building will be abandoned.

Ice in the upper lakes has delayed boats, but a number have left for Georgian bay this week. Their arrival is expected in another week.

F. T. Peitch of the F. T. Peitch Lumber Company and George Barner of the Barner-Mead Lumber Company returned this week from a six weeks' trip to California.

◀ CINCINNATI ▶

Carpenters are granted increased wage terms by a new two-year working agreement entered into between Cincinnati Contractor Builders' Association and Carpenters' District Council of Hamilton county and Kenton and Campbell counties, Kentucky. Under the new pact the men will receive an increase of 2½ cents an hour at the beginning of the second year. A week's work will consist of 44½ hours. The new agreement will take effect May 1.

New demurrage rates announced by Ohio railroads were approved by the Public Utilities Commission. Demurrage of \$2 a day will be charged on each car left unloaded on sidings for a period of five days after the expiration of the 48-hour free time period and \$5 will be charged for each day thereafter. The original rate of \$1 for each day after a 48-hour free time period was replaced several months ago by a temporary rate of \$1 for the first day, \$2 for the second, and \$3 for the third, and \$5 for each day thereafter, with a 48-hour free time provision. The new rate is satisfactory to shippers, representatives announced after the final hearing this morning.

All railroads in Kentucky served official notice last week that on and after July 1 a fifteen per cent increase in freight rates on all commodities will be put into effect in this state. This notice was filed with the Kentucky Railroad Commission, in special session here today, which met for the purpose of hearing railroad representatives present their reasons for the increase.

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As the commission is without power to prevent the increase, it will go into effect as stated, though vigorous protest against it was registered by members of the commission. A formal request for the commission's endorsement of the increase was made by the railroad men, who urged increase of cost of operation as a reason why a raise is necessary.

Articles incorporating the Elk Fork Railway Company were filed last week. The incorporators are W. S. Whiting, Elizabethtown, Tenn.; H. M. Collins, Frankfort, Ky.; C. W. Moorman and George H. McLeod, Versailles; William R. Snyder, William H. Porter and J. F. Caywood, Lexington. The road is to extend through Morgan and Elliott counties, forty miles from a timber section, to the Chesapeake & Ohio railway, at a point near Hitchens. The capital stock is \$25,000.

Local committees are putting the finishing touches to the program for the joint meetings of the National Machine Tool Builders' Association and the American Society of Mechanical Engineers, to take place in Cincinnati, May 21 to 23. The engineers will be in session May 24.

The Builders' and Traders' Exchange has instructed its board of directors to take a five years' lease on the six upper floors of the store building, 614 Race street, commencing July 1, with the privilege of five additional years. The organization, with a largely increased membership during the year, is now meeting in the Merchants' building.

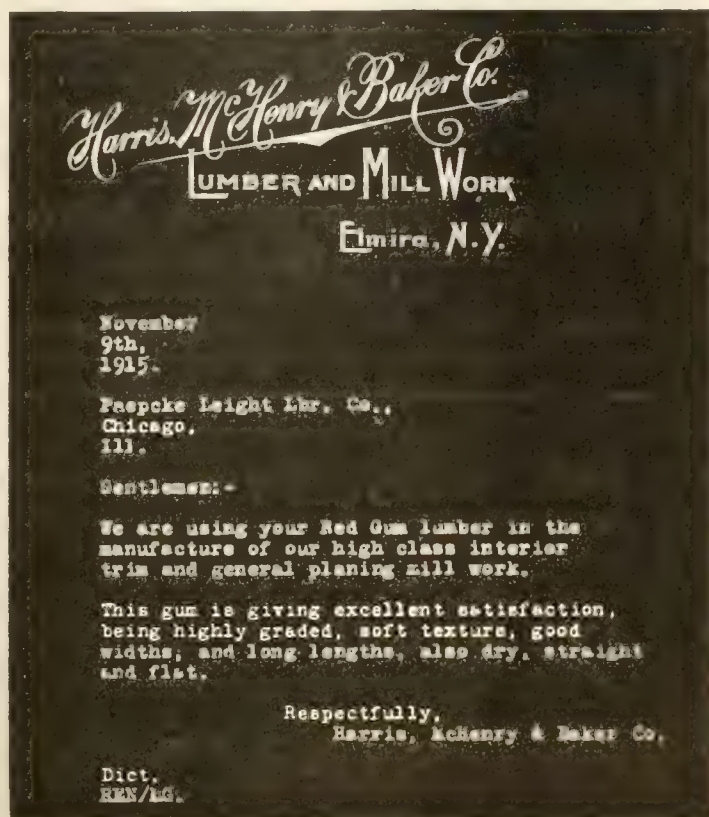
A chicken dinner at Heidelberg next Thursday evening will be the last meeting of the Cincinnati Carriage Makers' Club until September. Several good speakers are on the program.

◀ INDIANAPOLIS ▶

The movement has been revived here to organize the Indianapolis Lumbermen's Club, George L. Maas of the Mass-Neymeyer Lumber Company having been appointed chairman of a committee to form the organization. Mr. Maas has been active in this work for more than a year. The other members of the committee are Joseph G. Brannum, T. R. Lewis and George H. Howenstein. The committee as yet has not reported what progress has been made. The last three named men, with Mr. Brannum acting as chairman, are conferring with lumbermen of Louisville, Ky., relative to plans for holding a joint picnic some time during the summer at some point in the southern part of Indiana, probably at Seymour.

Hoo-Hoo of central Indiana held a concatenation at the German House in Indianapolis on April 27, the only candidate being Frank Smith of the R. H. Foster Lumber Company. The meeting was called by Alexander Hamilton, vicegerent snark. About forty members attended.

Walter Koehler, a well-known lumberman of Delphi, Ind., intends to move to Indianapolis in the near future to become associated with the Marion County Coal and Lumber Company, which has leased the yards of the Hamilton Lumber Company. The Marion County company was in-



Of course it is true that

Red Gum

is America's finest cabinet wood—but

Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

incorporated the first of April with James H. Long of Chicago as president. W. S. Hamilton, secretary of the Hamilton Lumber Company, will serve as manager of the new company.

Simons Brothers' sawmill near Huntington, Ind., was destroyed by fire of incendiary origin last week, the loss being \$3,500. No insurance was carried.

The George L. Wiser Specialty Manufacturing Company of Martinsville, Ind., has been incorporated with a capitalization of \$30,000 to manufacture playground material, baby carriages and furniture for children. The company expects to buy a site for a factory in the near future and to operate a plant to employ 150 men.

The Isgrigg Lumber Company of Indianapolis has changed its name to the Eaglesfield-Hill Lumber Company.

The Long-Knight Lumber Company last week wrote a letter to Mayor Joseph E. Bell urging him to issue a proclamation requesting the public to set all clocks forward one hour in order to provide more daylight time in which the people might till vacant ground in and near the city to assist the government in increasing the supply of food products.

The George W. Fidler Lumber Company of Dunkirk, Ind., has been incorporated with a capitalization of \$3,000. Directors are George W. Fidler, G. A. Fidler and Homer D. Fidler.

The Stout Furniture Company of Salem, Ind., has filed notice that it has dissolved as a corporation.

The Campbellsburg Furniture Company of Campbellsburg, Ind., has taken out incorporation papers, the company having an authorized capital of \$25,000. Directors are William Klerner, John Strattan, J. C. Brown and John Wilkins.

John Simpson, St. Paul, Ind., has sold his lumber yards there to the Shelby Lumber Company of Shelbyville, Ind. The new owners took possession May 1.

EVANSVILLE

May 3 a campaign closed here to raise \$500,000 to bring a college to this city. Maley & Wertz gave \$3,000 to the sum. Other prominent lumber men and owners of wood consuming plants worked hard for the campaign and gave liberally to the fund.

J. C. Greer of the J. C. Greer Lumber Company has returned from a business trip through the South and reports trade conditions quite promising.

Merle Stimson, son of Dayton Stimson, a well-known lumber manufacturer at Owensboro, Ky., recently joined the United States Navy in New Jersey. He is a graduate of the Culver Academy at Culver, Ind.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

The body of George Kraemer, a well known lumber man who died a few days ago at Success, Ark., was taken to Tell City, Ind., near here, his former home, for burial. Mr. Kraemer had been in the lumber business for a number of years and was well known in the Southwest. He is survived by several brothers and sisters.

On Tuesday, May 1, the fiftieth annual May dinner was given by the Blount Plow Company to their several hundred employees. These annual dinners bring together the employers and employees on a common level and the best of feeling always prevails.

Charles Bell, aged thirty-four years, who was manager of the Greer-Wilkinson Lumber Company at Denver, Ind., committed suicide at his home in that city a few days ago by shooting himself in the mouth with a revolver. He had been in failing health for some time and was despondent.

D. B. MacLaren of the D. B. MacLaren Lumber Company says that while he looks for the European war to last a long time, he thinks business conditions in the United States will remain sound and that trade is going right ahead.

Chair and furniture factories are being operated on full time and the business outlook is encouraging. Some of the factories are several months behind in their orders and report that the car shortage is handicapping them to a considerable extent.

MEMPHIS

The Allen Eaton Panel Company has made application for a charter here under the laws of Tennessee. It has a capital stock of \$125,000 and proposes to erect a plant in Memphis this summer for the manufacture of gum panels and built-up veneers. C. B. Allen, formerly manager of the built-up veneer department of the Anderson-Tully Company, is to be president and general manager of the company. Other incorporators are: W. H. Matthews, Joe Lamb, J. W. Eaton and R. H. Stickley. It was announced some time ago that the Memphis Gum Panel Company was being organized by Mr. Allen and his associates, but the application for the charter by these gentlemen has been made under the name already given.

The will of the late George D. Burgess has been admitted to probate. It bequeaths all of his real and personal property to his widow, Lillian Early Burgess, with the exception of \$2,500 of life insurance to his sister, Mrs. F. W. Douglass, of Indianapolis, and a blue enameled watch to his son, John. Mrs. Burgess is named executrix without bond. No intimation is given of the extent of his estate, though it is known to have been quite large.

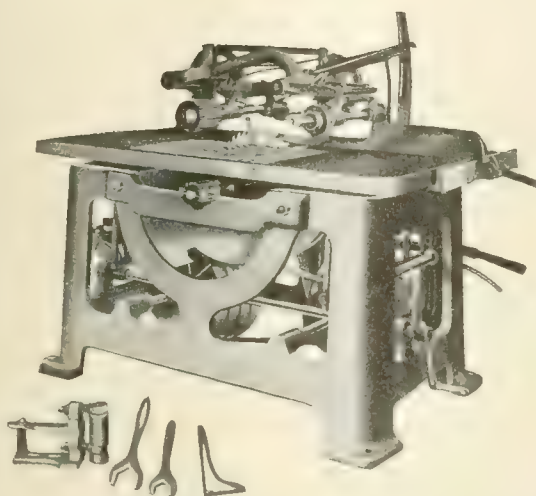
The Mos DeVoe Lime and Cement Company, the Tri-State Builders'

→ For Greatest Range of Uses ←

and

Easiest Handling

buy the



This "HOOSIER," the rip saw which makes profitable dimension manufacture and grade refining at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it—Will you?

Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

has a positive and powerful feed which handles the heaviest material the sawmill takes just as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA

Supply Company and the John A. Denie Sons Company have consolidated and will in future operate under the name of the Denie Company. L. J. Moss is president of the consolidated firm, while Clarence DeVoy is secretary-treasurer.

Ralph May, president of the Lumbermen's Club of Memphis; John M. Pritchard, secretary of the Gum Lumber Manufacturers' Association, and F. E. Stonebraker, secretary of the Southern Alluvial Land Association, are the three gentlemen who will represent the southern hardwood lumber industry at the conference of business interests at St. Louis May 8-9 to devise ways and means of rehabilitating transportation on the Mississippi and its tributaries on a large scale. They are really the delegates named to represent the Lumbermen's Club of Memphis, but they will represent also the other organizations with which they are identified. Lumbermen believe that they are going to be forced in future to make increased use of the Mississippi and other inland streams for the handling of shipments of lumber and logs and they further believe that no time should be lost in seeking to work out methods by which proper facilities and adequate service may be realized. Other business organizations here have named delegates and the city government will be adequately represented.

← LOUISVILLE →

April closed with a gain of seventy-five per cent over any month on the records of the C. C. Mengel & Bro. Company, which operated its dimension mill from 6 o'clock in the morning until 8 o'clock every night, and its band mill on a full twenty-four-hour schedule, using several shifts. The company is very busy getting its new additional band mill set up, and will shortly increase production. The demand for mahogany is far greater than ever before known, and while the company is getting plenty of logs it is unable to cut stock fast enough to supply the demand.

O. L. Hays of Bowling Green, Ky., a prominent timber man, recently discussed the log situation before a meeting of the Louisville Hardwood Club. He stated that many mills were having trouble in getting logs enough to operate to capacity on account of the car shortage situation and a number of other factors. Logs are costing a great deal to handle at this time and prices are high and advancing. In the South the roads have been in bad shape, and have held up transportation of logs. Just now labor is very scarce and high, and farmers are too busy planting crops to figure much in log hauling. Mules are hardly to be had either, and a mule that two years ago was worth \$150 is today worth \$250, and going higher. These conditions have resulted in unsatisfactory production and handling of southern timber.

Louisville lumbermen in a recent discussion of the effect of the war on the hardwood industry were of the general opinion that the demand for woods

used in manufacturing luxuries would show a slump, and that building lumber with the exception of farm buildings would show a slump, but that the demand for hardwoods for use in government work of one kind or another would be so large that it would take care of other losses. It was also stated that with the close of the war the European demand would probably be so great that consumers would be coming to the mill after lumber, and that the demand would set the price to such an extent that lumber would bring any price the millman chose to ask.

The great demand for lumber and the shortage of stocks was brought out in the remarks of a jobber, who stated that out of an average of fifty inquiries sent out for lumber and quotations, he was receiving an average of one answer. The market is so strong that more orders are being offered than the manufacturers can accept or take care of, and at prices that are very satisfactory. The demand is generally greater than the production at this time, stock is selling as fast as it can be cut, and a steady increase in demand and price is looked forward to.

The Spoke Manufacturers' Association, composed of leading spoke manufacturers in the South and Central West, held a two-day get-together meeting at the Seelbach hotel, Louisville, on May 2 and 3. About twenty members were present to discuss car shortage, troubles in getting stocks of oak and hickory, and the general business condition. The lumber demand and the stave and heading demand have caused spoke material to be high, scarce and hard to obtain. Joseph H. Ashcraft is president and J. E. Buscher, secretary-treasurer. H. B. Owens of E. C. Atkins & Co. of Indianapolis, Ind., handled the entertainment of the convention.

Reports from Lexington, Ky., are to the effect that bids will shortly be asked for about 7,000,000 feet of lumber to be used in constructing 200 box barracks for a military encampment for Kentucky soldiers. It is understood that plans for the camp have been drawn.

At a meeting of the Kentucky Railroad Commission held at the Seelbach hotel, Louisville, May 3, the Kentucky railroads asked for the moral endorsement of the commission to increase intrastate rates fifteen per cent in conformity with the proposed interstate increases, effective July 1, if the Interstate Commerce Commission upholds the contention of the carriers. The Kentucky commission hasn't the authority to suspend increases, with the result that the roads may increase intrastate rates without the moral endorsement of the commission. The matter has been taken under advisement.

C. M. Sears of the Edward L. Davis Lumber Co., Louisville, has returned from a lumber buying trip to the southern district. Business with the company has been excellent, there being a big demand for ash, which is one of the lines featured by this concern.

April closed as 'the biggest month on the records of the Wood-Mosaic

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Little Rock Lumber & Mfg. Co.

LITTLE ROCK, ARK.

IN THE
HEART of the finest HARDWOODS
Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

High Grade Plain and Qtd. White and
Red Oak, Red Gum, Sap Gum,
Cypress, Ash, Hickory, Holly, Elm,
Maple, Qtd. Sycamore, Hackberry

WRITE FOR OUR LATEST STOCK SHEET

—Prompt Shipments of—
White and Red Oak Car Material

All Lumber Well Manufactured. Dependable Grading

Lidgerwood Portable Skidders and Loaders



Ground & Overhead Systems

We build various sizes and types of these machines to meet requirements of every logging operation

LIDGERWOOD MFG. COMPANY

Originators of Ground and Overhead Steam Logging Machinery

CHICAGO 96 Liberty Street, NEW YORK SEATTLE
New Orleans Woodward, Wight & Co., Ltd.
Canada Canadian Atlas Chalmers, Ltd., Toronto

Company of New Albany, Ind., which has been getting a good supply of cars during the past few weeks, and managing to get out many shipments which had been held up.

Things in the South are improving steadily according to J. G. Brown of the W. P. Brown & Sons Lumber Company, Louisville, who is just back from a trip to the mills in Arkansas, where the company is getting a better percentage of car requirements, and making steadier shipments. Production is increasing steadily.

At Clay City, Ky., the Broadhead-Garrett Company, lumber manufacturer, recently announced a general increase in wages to its entire force. The company features the manufacture of tobacco hogsheads.

W. E. DeLaney, Lexington, president of the Kentucky Lumber Company, was recently appointed by the advisory committee of the Council of National Defense on a subcommittee on lumber and forest products to facilitate operations between the Government and the producers of lumber. Mr. DeLaney stated that he was especially well up on Kentucky hardwoods, and expected to be called on in hardwood lumber buying.

Closely following his return from a business trip Oscar L. Kahl, New Albany, Ind., secretary of the Wilson Furniture Company, Louisville, died of spinal meningitis. Mr. Kahl was thirty-eight years old, and a native of New Albany. He is survived by his wife and three daughters.

The Paducah Board of Trade and the Paducah Cooperage Company, in recently winning a case before the Interstate Commerce Commission, registered the thirteenth straight win before the commission. This case was one in which the complainants protested to obtain the same rates on cooperage stock as on lumber.

The Wilson-Biggs Lumber Company, Ashland, Ky., with a capital of \$25,000 has been incorporated by Robert E. L. Wilson, William A. Biggs and S. S. Willis.

Public auction was recently held at Cloverport, Ky., at which the plant of the Cloverport Boat and Manufacturing Company passed into the hands of J. W. Pate, who has prospects for a big season on river boat construction.

The Elk Fork Railroad Company, Lexington, Ky., with a capital of \$25,000 and a debt limit of \$1,000,000 has been incorporated for the purpose of building a forty-mile connecting line, and opening a large timber and coal district. It is planned to have this road connect with the Caney Valley road at Elk Fork river in Morgan county, and run through that county and Elliott county, making connections with the C. & O. and the Ashland Coal & Iron Railroad. Among the incorporators are William R. Snyder, J. F. Caywood, Lexington; H. M. Collins, Frankfort, Ky.; C. W. Moorman, Versailles; W. S. Whiting, Elizabethtown, Tenn., and others.

ARKANSAS

The Walnut Log Company, a corporation organized and existing under and by virtue of the laws of the state of Tennessee, has filed a copy of its charter with the secretary of state of Arkansas and been granted permission to transact business in Arkansas.

The Cotton Plant Veneering Company of Cotton Plant, Arkansas, has purchased the plant of O. E. Jacobs at Newport, and will begin operating it at once. H. E. Wilkinson is to be in charge as manager.

C. A. Meadows of Jasper, Ark., recently sold the white oak timber off a 140-acre tract of land for \$1,040.

WISCONSIN

The Kenyon Company, Waukesha, has begun work on an order from the federal government for 175,000 cots, final delivery to be made November 30, 1917. The amount involved in the production is \$600,000.

The Charles W. Fish Lumber Company, Birnamwood, has announced a six per cent bonus to be paid every employee of the company whose total remuneration is not more than \$800 a year.

The sawmill of the Heineman Lumber Company, Merrill, recently began operations with a full crew.

The John Week Lumber Company of Stevens Point recently began loading out tan bark that had been stored for some time in Dancy. The Week company has about seventy-five carloads (1,500 cords) in that place.

The sawmill of the Schroeder Lumber Company, Ashland, recently began sawing a large quantity of hardwood and hemlock. The company will operate only a day crew during the 1917 season.

After a new boiler has been added to the equipment of the Shawano Lumber Company, Shawano, and a new stack erected, the sawmill will begin a big run to clean up the stock of 1917.

The lumber business at Wells is unprecedented. Three steamers recently were loaded at the same time. The Herman H. Hettler took on a load for the East, the T. S. Christie was consigned to Chicago, and the I. Watson Stephenson turned its nose toward Detroit.

The new mill of the Hackley-Phelps-Bonnell Company at Antigo, recently erected to replace the one destroyed by fire some time ago, commenced active operations last week.

The Badger State Lumber and Land Company has been organized in Stevens Point by J. W. Clifford, who last year sold out the local interests and two mills of the Clifford Lumber Company. The new concern will operate a string of yards in Wisconsin cities.

The Marling Lumber Company is building a shed for the storing of lumber near the rest of its building in Grand Rapids.

The Manufacturers' Building Company was recently incorporated with a capital stock of \$100,000 by S. A. Perkins, Conrad Werra and Mayor E. R. Estberg. The plan and purpose of the new organization is to make Waukeasha a better place for workingmen to live in. Immediate specifications call for the erection of one hundred modern homes, with more to follow.

The sawmill of the Bowler Lumber Company, Bowler, is busy every day. It is expected that the Bowler company will have at least two million feet of lumber at the end of the season.

The Antigo sawmill of the Kellogg Lumber Company recently began its cut for the present season and will operate until early in the fall. Logs are still being shipped in by rail and will continue to be for some time. The Polar mill began operations several days ago.

The MacKinnon Manufacturing Company, Grand Rapids, manufacturing wagons, is conserving what was usually treated as waste material by utilizing the small pieces of "excess" in the making of shoe soles.

The John H. Kaiser Lumber Company, Eau Claire, recently announced that because of the high cost of living a bonus of five dollars will be paid each employe in addition to his regular pay.

W. H. Brown has severed his connection with the Montreal River Lumber Company at Saxon. Parke Dolan, who for some time had charge of the office of the company at Saxon, has been transferred to the main office at Buffalo, N. Y.

The Wisconsin Potash Company, Tomahawk, recently filed articles of incorporation with a capital stock of \$2,500. The incorporators are: J. J. Okoneski, C. B. Bird and R. E. Puchner.

The Charles W. Fish Lumber Company in Elcho is stimulating the progress of intensive agriculture. It has offered its employes tracts of ground on which they might raise crops and has declared that it will aid them in marketing the harvest next fall.

Crude potash will be manufactured in Eau Claire by a company headed by Dr. E. R. Baldwin of that city. The ashes will be obtained from the burners and the power plants of the two mill companies in Eau Claire, from the hardwood flooring plant, and from the homes of residents in the city.

About 175,000 feet of maple flooring was destroyed by a fire which recently damaged property of the Eller Lumber Company, at Thirtieth and Chambers streets, Milwaukee, to the extent of \$40,000. Lumber stored in the yards was saved. The property destroyed occupied more than 30,000 square feet of space.

The sawmill of the Ellis Lumber Company, Grand Rapids, was recently compelled to shut down for a lack of logs. This is the first time that the mill has ever suspended.

Rieboldt & Wolter, boat builders, Sturgeon Bay, have closed a contract for the construction of the largest ship ever built in that city. It calls for the construction of a craft of "canal size," 260 feet over all, 40-ft. beam, with a depth of 24 feet. One hundred extra men will be put to work at once by the firm to facilitate attention to the filling of the big order.

The Barlow & Seelig Company, manufacturing washing machines in Ripon, will build an addition to its plant on Doty street. The structure will cover an area 64x256 feet. A large order from Russia has forced the plant to increased capacity, besides an increase of business in general.

The Kenfield-Lamoreux Company, Washburn, recently installed a fine new engine in its plant. The acquisition harmonizes with the new power house erected a short time ago.

The L. S. Barber & Sons Manufacturing Company, Butternut, has filed articles of incorporation with a capital stock of \$10,000. The incorporators are: L. S. Barber, Roland L. Barber and W. B. Barber.

The Edgerton Highway Trailer Company has begun active operations in its plant at Edgerton. The company was recently incorporated with a capital stock of \$180,000. The plant of the Edgerton Wagon Works was taken over and adapted to the production of automobile trailers of the two- and four-wheel type. Officers have been elected as follows: President, J. W. Menhall, Beloit, formerly connected with the Warner Trailer Company in that city; vice-president, M. J. Johnson, Madison, Wis.; treasurer, A. McIntosh, Edgerton; secretary, E. Z. Menhall, Beloit. The directors are: Andrew McIntosh, B. Wilson, Frank Pringle, J. W. Menhall and C. A. Florey.

Louis Mueller, president of the H. G. Mueller Lumber and Manufacturing Company, Sheboygan, died recently at his home in that city. Mr. Mueller was born in 1864 and became intimate with the lumber industry at an early age. A wife and three children survive him.

The Hardwood Market

< CHICAGO >

Chicago lumbermen are still complaining of inactivity in interior finish shops, in fact it is stated that there will be a real shortage in renting space in residence sections on account of the building inactivity resulting from the high cost, the labor shortage, poor weather and other influences. The latter report, however, comes, it seems, from parties who are a little too much interested in spreading this propaganda, that is, from the land-

Plain & Qtd. Red & White OAK AND OTHER HARDWOODS

Even Color

Soft Texture

MADE (MR) RIGHT OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO

The following stock is in excellent condition, ready for immediate shipment

4/4 No. 3 Elm & Ash.....	24,000
5/4 No. 3 Elm & Ash.....	35,000
6/4 No. 3 Elm & Ash.....	74,000
8/4 No. 3 Elm & Ash.....	3,000
4/4 No. 1 & Btr. Birch.....	51,000
4/4 No. 2 Birch	250,000
4/4 No. 3 Birch	202,000
5/4 No. 3 Birch	28,000
4/4 No. 3 Basswood	25,000
6/4 No. 3 Birch	8,000
4/4 No. 3 Maple	1,000,000
5/4 No. 3 Maple	387,000

Ideal
Hardwood
Sawmill



Are putting in pile every month
two and one-half million feet of
choicest Northern Michigan Hardwoods

Stack Lumber Company Masonville, Michigan

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

L-B QUALITY

—Kraetzer Cured—

**GUM LUMBER
OAK LUMBER
OAK FLOORING**

(The Famous Forked-Leaf Brand)

Southern Yellow Pine Unexcelled for Crating.

We have 115,000,000 feet in pile.

Accurately Manufactured, Carefully Graded, Priced Right

Long-Bell Lumber Company

R. A. Long Building

Kansas City, Mo.



**Oak Maple
Chestnut**

Manufacturers and Dealers

—in—

West Virginia and Southern

HARDWOODS

The Atlas Lumber & Mfg. Co.

Union Trust Building, CINCINNATI, OHIO

OUR SPECIALTY

St. Francis Basin Red Gum

WE MANUFACTURE

Southern Hardwoods

Gum, Oak and Ash

J. H. Bonner & Sons

MILL
JONQUIL, ARK.

Sales Office
1323 Bank of Commerce Bldg.
MEMPHIS, TENN.

BLISS-COOK OAK CO.

BLISSVILLE, ARK.

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior
Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried
or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

lord's side. However, the fact remains that building is inactive as it is in most other cities.

Chicago contains many shops producing medium-priced furniture, which of all the furniture lines has had the least active call of late. Those buying high-priced stuff usually have money enough to go ahead regardless of outside influences, but the buyer of the moderately priced stuff shows a disposition these days to think before putting his money into articles that are not absolutely necessary.

On the whole, though, the situation is not at all discouraging and the feature that still is paramount has to do with the question of getting stock rather than the question of selling.

— < BUFFALO > —

The hardwood trade is fairly active at present, though some of the leading yards report that the demand is not quite so good as a month ago. Some decline in the furniture business has resulted from the high cost of all foodstuffs and the prospects of war. People are not putting their money into luxuries as much as they formerly did. Piano manufacturers say that the buying in their line is less active. Building does not show up favorably as compared with a year ago. Increased cost of materials as well as labor is reported to be responsible for the falling off.

At the same time a fair volume of business is being done by the local yards and a number of woods are being called for, particularly oak, maple, ash and cypress. It is still difficult to get stock from the southern mills, because of car shortage, and where wholesalers here have the stock they are able to move it promptly and at a good price. A little lumber is now being brought in, but it is largely stock that started weeks ago from the mills. New shipments are greatly delayed. Cars are easier here than a few weeks ago.

Shippers of lumber by lake are wondering whether they can get sufficient tonnage at reasonable rates, or whether they will have to bring their lumber down all-rail. Another point to be covered is the fact that western prices are quite often higher accordingly than eastern, the difference seeming to be on the old lumber rate eastward than on the new, which will be \$2 or \$3 higher. The lumber fleet is taking advantage of short car supply and proposes to ask sometimes even more than the all rail rate, believing that if a man has a million feet of lumber to ship, and can bring it down all in one cargo, he will not wait three months for cars enough to handle it. On account of these conditions there is considerable effort to sell the lumber on the spot to western consumers or jobbers. The local price of handling is higher and it is said the rates by canal are going to be fairly up to rail rates. The old days when lumber could be shipped to Albany by canal for \$2 a thousand feet, and to New York for \$2.50, are gone forever. General conditions, added to war rates, have made a big difference in the handling of lumber.

— < PITTSBURGH > —

Lumber matters, so far as hardwood men are concerned, have not shown any big disturbances the past two weeks. The only thing that stands out conspicuously among the developments is the falling off in building operations. A large amount of building which, early in the spring, looked like it would materialize has either been side-tracked or will be postponed this month. A proof of this is shown in the statements of builders' hardware men, who say that by July 1 there will be mighty little business in this line. Trade with the yards in hardwoods has been fairly good, and retailers were low in stock and have been obliged to fill in considerably. There is a fair amount of buying by furniture concerns and the automobile people. The big demand, however, is from the steel mills, mining plants, and railroads. These corporations are forced to pay extravagant prices for lumber in order to take care of their daily needs and it is to this trade that hardwood men in general are looking for their most profitable business. Prices are strongly on the uptrend.

— < BALTIMORE > —

Whatever changes there have been during the last two weeks in the general hardwood situation were as a rule in the direction of a more urgent inquiry and higher prices. With the impediments in the way of a free distribution not at all relieved, and with the small stocks at the mills in shape for shipment, the buyers have been on the lookout for lumber and have taken up stocks wherever they could be found. Many orders have been placed ahead of immediate needs, so that there might be no failure of supplies, and ample allowance made for delays in delivery. As a result several of the big piles of lumber have undergone a material reduction, and buyers are on the lookout to replenish their stocks. Whatever thought might have prevailed that the range of prices would recede has been dropped, and the expectation now entertained by all members of the trade is that the quotations will go higher. This being the case, the desire to obtain suitable stocks is greatly strengthened, and the producers can get all the orders they want. Many, however, have found themselves compelled to discontinue entering into additional commitments, for they see no way to take care of the business. Labor is scarce and more and more in demand, as enterprises that pay temporarily far higher rates of wages attract workers in great numbers, the southern States in particular being depleted

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

of their forces. In addition, the distribution is perhaps as much impaired as before. No real progress has been made in solving the difficulties of the shippers. Embargoes persist and delays are numerous as well as indefinite. Cars cannot be obtained in adequate numbers, and the buyers do not know when they will get stocks even after they have been started on the way. It is largely a question of obtaining lumber, and the hardwood men do not find it necessary in the least to go out in search of orders, these coming in freely and unsolicited. Under the circumstances, it is only natural that advances in the values would be offered; in fact, the manufacturers of lumber must obtain more for their product. All divisions of the trade are affected and the future affords no prospect of a material change in conditions. Under the plan of a unification of the railroads which has been worked out by the executives many of the passenger trains are to be taken off and the locomotives thus released used to haul freight. But this does not necessarily mean that the general run of shippers will be any better off, the government requirements receiving first consideration and all else being made subordinate thereto. There can be no doubt that the extensive wooden shipbuilding program will call for great quantities of lumber and that all the mills may be expected to keep busy. That fair prices will prevail is also reasonably certain. Consequently, the outlook for the lumber trade, at least during the war, is promising.

◀ COLUMBUS ▶

Strength is the chief feature of the hardwood trade in Columbus and central Ohio territory. All jobbers report a good demand, which is about equally distributed between factories and yards. The tone of the market is excellent in every way and future prospects are bright. The entrance of the United States into the war has stimulated buying instead of depressing the market in any way.

Factories making implements and vehicles are good customers. The fact that farm production is attracting so much attention has stimulated the manufacture of implements. Concerns making boxes and furniture are also good customers. Factories are trying to accumulate stocks in order to guard against an emergency, and the car shortage has kept them from accomplishing their purpose to any great extent. Yard stocks are generally light and with rather bright building prospects, dealers are trying to secure a surplus of certain items.

The car shortage is apparently growing worse instead of better. Lumber shipments from the South are delayed from a month to six weeks. Transit cars are now practically unknown. Retailers are placing orders for shipment during the latter part of May and early in June. Efforts of the government to shut out lumber shipments are meeting with opposition on the part of jobbers. Collections are generally good, as money is easy in most sections.

Quartered oak is strong in every respect. Plain oak is also in good demand and advances of about \$1.50 per thousand have recently been announced. Chestnut is one of the strongest points in the trade and prices continue strong in every section. Poplar is strong, especially the lower grades. Basswood and ash are both in good demand. Other hardwoods are unchanged.

◀ CINCINNATI ▶

A slightly increased movement in hardwoods was noted in this market within the past couple of weeks, but the general tone is considerably off. Reports from surrounding points indicate a much more healthy condition in the hardwood industry, but Cincinnati seems to have suffered more through the lack of cars. Big government lumber orders are not affecting the local hardwood situation to any great extent, most of the government requirements of recent date being for softwood for tent flooring, barracks, etc. Double restriction features the market. Business in this city has been off all spring, with the furniture houses and building supply dealers the chief sufferers. This has caused a slackening in the needs of the furniture manufacturers, who complain that considerable stock is still being stored in their warehouses, with the retailers complaining that they cannot move near the usual quantity of goods this spring.

Notwithstanding the let-up in the call from the furniture people, the oak situation is most encouraging. All gains made by this wood a few months ago, when it again became a leader in the hardwood list, have been rigidly maintained. The demand is for all grades, and higher prices are being realized. The supply is still greatly restricted, but when available most any oak finds ready buyers. Quarter-sawn white oak is realizing the best prices, selling at considerably better than \$80 for firsts and seconds, inch, while common inch is reported at better than \$55. Plain red oak firsts and seconds and also common have gained steadily in the last few weeks both in demand and price. The supply of the latter is light, with delivery very uncertain. Walnut has revived very materially, receiving a good deal of its impetus from gun manufacturers' requirements. Gum, red and sap, is selling in spirited fashion, and previous prices are well maintained. Lower grades are going well with the box concerns, while there has been a revival in the demand for this wood from the furniture concerns. Cottonwood, ash and hickory and other southern hardwoods are in fair request and moving about as well as the rest, not classed as market leaders, while in the northern list, birch continues to gain favor in this district. Maple is vying with birch for interior decorative effects and flooring.



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

Walnut
Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience
IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.



PUZZLE
WHERE ARE THE NARROW BOARDS?
PAYSON-SMITH LBR. CO.
MINNEAPOLIS, MINN.

Bone Dry Stock

150 M 1" No. 2 Common Birch
100 M 1½" No. 3 Com. Birch
3 cars 1½" No. 3 Common Hard
Maple

In Shipping Condition

150 M 1" No. 3 Common Maple
200 M 1¼" No. 3 Com. Birch
200 M 2" No. 3 Common Maple

Stock 60 Days Old

100 M 2" No. 2 Common and Better Hard Maple

Special Stock for Quick Shipment

3 cars 1½" Dry, FAS Birch, elegant stock

If orders sent quick, can ship quick

Payson Smith Lumber Co.

CHICAGO OFFICE

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BEAUTIFUL
WE MEAN THE OAK NOT THE MAN
PAYSON-SMITH LBR. CO.
MINNEAPOLIS, MINN.

You Can See Logs Like These on Our Yard Any Day



STIMSON VENEER AND LUMBER COMPANY, INC.

P. O. Box 1015

Memphis, Tenn.

MANUFACTURERS

**Hardwood Lumber, Rotary Cut
Veneers, Rotary Cut Gum Faces,
Cross Banding and Cores.**

< CLEVELAND >

The advent of peace in the building trades in Cleveland has brought the demand for hardwood, as well as other lumber, back to normal. Although war and high prices are known to have curtailed the demand to some degree, car shortage and generally bad shipping facilities more than counterbalances this condition and the price tendency is upward.

Shingles have advanced from 25-50 cents per 1,000, and other advances have been noted in cypress and No. 1 oak flooring, the latter being especially hard to get. The shipping outlook is pessimistic and further advances are expected.

< TOLEDO >

There is little change in the hardwood situation in this section. Wholesalers are still complaining of the car shortage and their inability to promise any kind of delivery as a result. An advance in the price of oak is looked for soon, and the price of hickory has advanced \$3 a thousand during the past few weeks. The factory demand for hardwoods is keeping up and most dealers are optimistic in their views of future business conditions.

< INDIANAPOLIS >

The hardwood market is active, although the volume of business during the last two weeks has not been so heavy as during corresponding periods since the beginning of the year. Weather conditions have interfered with building operations, the value of operations for the last month showing a decrease of \$85,000 under the value of operations for April, 1916.

The trade feels that the declaration of war has created timidity among buyers of certain classes, although many reports indicate that the purchasing departments of large consuming plants are making inquiries for rather large orders to build up surplus stocks to meet possible emergencies that might result from the war situation.

The chief drawback to business is found in the transportation and labor situation. Rail conditions show no improvement, and many dealers expect the conditions to be even less favorable when mobilization of a large military force is started. The same applies to the labor situation. Not only hardwood manufacturers but the larger consuming plants have been experiencing difficulty in procuring good men, and this condition is expected to become even more serious when the selective draft law is placed in effect.

The demand for plain oak remains active, and chestnut is in good demand. Gum is not so active as it was, while the demand for hickory is good.

< EVANSVILLE >

Trade with the hardwood lumber manufacturers in Evansville and southwestern Indiana has been quite brisk during the past two weeks and most of the uptown mills in Evansville continue to operate on steady time. Collections are fairly good, but not so free as they were a few weeks ago. While the river mills are not operating on steady time they are doing a nice business.

The car shortage is still working a hardship. Manufacturers say that by using freight cars, flat cars, and even coal cars, they have been able to move their product and also to bring in logs from the southern markets. It is expected that during the grain moving season cars will be scarcer than ever and the situation will then reach the acute stage. Prices on the best grades of hardwood lumber continue to advance and it is believed that prices will keep going up all summer and fall. Gum is in strong demand, as it has been for the past several weeks, and furniture manufacturers continue to be in the market for a great deal of it. Thick quartered oak is also in brisk demand and has been jumping in price for several days. One firm sold over 200,000 feet of thick quartered oak in one week. Thin quartered oak is also in stronger demand than it had been for a long time. Poplar lumber is moving briskly and is bringing a good price. One large manufacturing concern here reports that it recently brought in poplar logs for the first time in four or five years. Elm and maple continue in strong demand and quartered sycamore is also strong and a good deal has been purchased recently by veneer manufacturers. Ash and hickory are strong. The manufacturers report that they are getting all the logs they need now and that the prices are unusually high. The various wood consuming factories in Evansville are still being operated on good time. Building operations are picking up nicely with the coming of more settled weather. Planing mills are busy, yellow pine dealers say trade is good, and sash and door men are busy. The wholesale and retail outlook is encouraging.

< MEMPHIS >

The demand for hardwood lumber continues active and the market displays a firm tone, with the tendency of prices toward a higher level. Prices are altogether in the sellers' favor and they are able to get almost any price they have the nerve to ask. This may be an overstatement, but manufacturers of lumber who have the stock and are able to guarantee delivery within a specified time have the call on business. There is a pronounced shortage of cars and the carriers are imposing many restrictions from time to time regarding the handling of lumber shipments. The call is particularly active for gum lumber in all grades. The higher grades are moving at full quotations while the lower grades are in unusually active request. They are commanding the highest prices ever known and yet it is generally conceded that a some-

what higher range of prices is inevitable in the transportation situation with respect to the handling of logs to the mills does not substantially improve. This factor is restricting production of gum and other hardwoods. This reduced output is coming at a time when the call is abnormally large. The lower grades of cottonwood occupy a similar position with respect to demand, supply, and prices. Offerings in the open market are extremely light and this accounts for the fact that this particular class of stock is selling at the highest prices ever known.

There is some slowness reported in demand for the higher grades of quartered red and white oak but a broadening demand is noted elsewhere in the oak list, and members of the trade believe that the tendency in this direction will continue. It is suggested that the building of the mercantile fleet to be launched under the auspices of the federal shipping board will prove a big stimulus to oak though no time is mentioned as to when orders from that source may be expected. There is a steady call for ash which is being used in the manufacture of military equipment in this country and abroad, and the cypress market occupies a healthy position. Hickory and elm are in excellent request and the whole market is showing a strong tendency toward a higher level under the abnormal transportation conditions and the bigness of demand for southern hardwoods.

◀ LOUISVILLE ▶

A decided improvement has been shown in freight movement during the past two weeks, and local hardwood manufacturers, after being tied hand and foot on shipments for several months, are beginning to ship a fair percentage of their orders. The car supply is not normal, but enough cars are being received to bring lumber in from the South, and make deliveries of orders which have been on the books for months. Beech and maple continue to increase in demand and price. Southern quartered oak is in good movement, and plain oak is better than it was at any time in years. April was the best month in the history of the business, some reports showing increased volume, and others an increase in profits. Several of the operators are now making deliveries on orders that they are sorry they ever booked, the orders being taken months ago on a low market and held on account of embargoes or inability to obtain cars in which to ship. The market has advanced considerably since that time, and the stock could be sold with great ease at a better price today. It is said that it will be only a short time until the mills will be producing almost entirely to fill orders already booked, and in the meantime the demand is so great that even low grades will be moved out, as practically all the marketable lumber on hand is sold. Thick stocks of such woods as ash, elm, hickory, oak and gum are in tremendous demand, and can hardly be supplied, while poplar, cottonwood and cypress are very scarce. All grades of veneers continue to move freely.

◀ ST. LOUIS ▶

The hardwood situation is about as good as could be expected. Buyers do not look for prices to go lower, so are making strenuous efforts to get what stock they need. All hardwood users are particularly active in their buying. The continued car shortage caused them to come into the market, as they realized that they must buy quickly if they wished their needs supplied. There is a particularly good demand for oak. Stocks are low at most of the distributing points. Thick stock is in particularly good demand. Plain oak has advanced considerably during the past few weeks. Gum is holding its own, especially quartered and 2-inch stock. Cottonwood and poplar are selling well, with cottonwood somewhat scarce. A good call for low grade stock of all hardwoods is reported. The box makers are buying very freely of this item. Ash is in a healthy condition. Cypress distributors report an excellent demand and buying comes from all sources of consumption, but the orders are not large. It is hard to obtain some classes of stock.

◀ MILWAUKEE ▶

Lumber prices in Wisconsin remain the same and manufacturing progress was given a stimulus in the recent federal decision to equip for hostilities to a maximum degree. Manufacturing interests are entering a new era of prosperity. The needs of the government are enormous. Milwaukee is receiving a large part of the contracts closed for lumber and other commodities essential to the preparation for a campaign.

The lumber business, more than any other trade, is responding to federal purchasing. Mills in every part of the land are being called upon to produce goods for the building of the many wooden ships to be pitted in a mercantile manner against the belligerent submarine. A large amount of lumber will be required by the government in its ship-building campaign. Besides this amount there is the big item of lumber that will be needed in the Young Men's Christian Associations, and for the construction of club houses for soldiers at concentration camps. Wisconsin manufacturers of lumber products are making big runs to clear the way for more orders that are sure to come. The usual requirements of business are in a large measure subordinated to the pressing necessities of the United States government.

Scarcity of raw materials is still the basis of considerable complaint, but the big bugbear of the hardwood industry continues to be the shortage of labor.

A number of the Milwaukee lumber companies have increased the wages of their employees from 10 to 15 per cent in the past two weeks in order to maintain all their help to meet the unprecedented conditions.

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 2½" No. 1 Common Poplar; 1 car 5-4 FAS Plain Red Oak, dry, and 2 cars 6-4 FAS Plain Red Oak, dry.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

Mutual Fire Insurance

Best Indemnity at Lowest Net Cost
Can Be Obtained From

The Lumber Mutual Fire Insurance Company,	Boston, Mass.
The Lumbermen's Mutual Insurance Company	Mansfield, Ohio.
The Pennsylvania Lumbermen's Mutual Fire Insurance Company,	Philadelphia, Pa.
The Indiana Lumbermen's Mutual Insurance Company,	Indianapolis, Ind.
The Central Manufacturers' Mutual Insurance Company,	Van Wert, Ohio

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties
OAK, MAPLE, CYPRESS, POPLAR
Milwaukee, Wisconsin

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYMENT WANTED

MANUFACTURERS-WHOLESALEERS-EMPLOYERS

when you want good Salesmen, write the Empire State Association of Lumber, Sash & Door Salesmen, J. H. RUMBOLD, Sec'y, North Tonawanda, N. Y.

EMPLOYES WANTED

WANTED—AN EXPERIENCED MAN to manage our Oak Flooring plant. Must have mechanical knowledge, understand kiln drying, manufacture and grades. Man that has given satisfaction in similar position. Good salary will be paid for efficiency. Address, TENNESSEE LUMBER & COAL CO., Glen Mary, Tenn.

LOGS WANTED

WANTED—CHERRY LOGS
WARREN ROSS LUMBER CO., Jamestown, N. Y.

WANTED—BLACK WALNUT LOGS.
500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

IF YOU WANT A GOOD TRACT OF Oak Timber in West Virginia at the right price, write me. I own them. S. M. JONES, 308 Lyceum Bldg., Pittsburgh, Pa.

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

PUBLIC SALE

Of about seventeen thousand (17,000) acres of fine timber and timberlands in Highland and Augusta Counties, Virginia, estimated to contain from eighty million (80,000,000) to one hundred million (100,000,000) feet of timber—Oak, Poplar, Chestnut and other woods—at public auction at front door of Court House of Augusta County, Staunton, Virginia, on the

22nd DAY OF MAY, 1917.

TERMS OF SALE: One-third cash on day of sale, balance at one and two years with interest, or all cash at option of purchasers.

Further information will be furnished by

RANDOLPH HARRISON.

ALFRED B. PERCY,

Commissioners of U. S. Court.

Address: Lynchburg, Va.

3,500 ACRES IN PENNSYLVANIA
In Bedford and Huntingdon Counties, estimated to contain 20 million feet Oak, Chestnut, Pine, Locust, Poplar, Maple, 2 mile haul downhill to railroad, 15 miles from market for all small timber as mine props and ties. D. E. LAUDERBURN, 158 Fifth Ave., New York.

FOR SALE—VERMONT TIMBERLAND

3,330 acres containing 7½ million ft. Hardwoods, over 2 million ft. Spruce, 250M ft. Hemlock, also sawmill; as much more additional timber available. D. E. LAUDERBURN, 158 Fifth Ave., New York.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,

Forest Engineer,

East Tennessee Bank Bldg.,

Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,

Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. Lauderburn, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

WANTED HARD MAPLE

500,000' 4/4 SELECTED CLEAR

Shipment of a number of cars soon as ready. Balance between Sept. 1, 1917, and June 1, 1918. K. & C. MFG. COMPANY, Henniker, N. H.

OAK, BEECH AND MAPLE WANTED

4/4 and 8/4 plain Oak, Beech and Maple; No. 1 common or log run grades of Beech and Maple, and No. 1 common and sound wormy grades of plain Oak; preferably 8 months or over on sticks; f. o. b. cars Cincinnati. THE JOHN T. TOWSE LEX MFG. CO., 1037 Berlin St., Cincinnati, O.

WANTED—WHITE OAK

80,000 ft. 2x6, 8 & 10"—16' S1S White Oak for very prompt shipment. Advise if you can furnish and price f. o. b. shipping point or delivered Cairo, Ill.

FRAMPTON-FOSTER LBR. CO.,
Pittsburgh, Pa.

WANTED—OAK AND CHESTNUT

One car 8/4 No. 1 common and better, dry and plain White Oak; Two cars 4/4 No. 1 common plain White Oak.

25 cars 4/4 No. 2 common sound wormy Chestnut.

S. BURKHOLDER LUMBER CO.,
Crawfordsville, Ind.

WANTED—IN LOW GRADE

4/4, 5/4, 6/4 and 8/4 Chestnut, Poplar, Basswood, Gum and Oak—rough and surfaced. Advise what you can offer, quoting prices, naming shipping point.

FRAMPTON-FOSTER LUMBER COMPANY, Pittsburgh, Pa.

WANTED

White Oak timbers, also all grades of White and Red Oak, Poplar, Chestnut, etc. Send us your stock list and prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WE ARE IN THE MARKET

for "B" Finish and Factory Select Cypress. R. H. CATLIN CO., Equitable Bldg., Wilmington, Del.

WANTED—WHITE PINE

Log run, all thicknesses. Send us your list of dry stock and best cash prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—ELM LOGS AND LUMBER

9, 10 and 11 ft. long. Lumber to be sawed plump 4/4. Quote on good log run, delivered Holmesville, Ohio. Address "Box 36," care HARDWOOD RECORD.

WANTED—BOX LUMBER

4/4, 5/4, 6/4 in White Pine, Yellow Pine, Poplar, Basswood, Chestnut, Spruce or Hemlock, both rough, dressed and resawn. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

DIMENSION STOCK WANTED

WE ARE IN THE MARKET FOR

Clear sound Maple, Beech, Birch or Red Gum Dimension Stock all dry sizes:

1"x1", 1½"x1½", 1¼"x1¼", 1¾"x1¾" square;
1½"x1½", 1½"x1½", 1¾"x1¾", 2"x2" square;
lengths 24", 32", 36", 42", 48", 54", 60", 66";
1½"x2"x38", 1¾"x2"x38".

Also various sizes Ash and Oak.
THE PIQUA HANDLE & MFG. CO., Piqua, O.

WANTED—CLEAR OAK DIMENSION

1½", 1¾", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

Loans on Timberland

We have internationally recognized facilities based on 37 years' experience in timberland and lumber matters. Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES C. LACEY
LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

MACHINERY FOR SALE**FOR SALE**

1 latest improved Wickes No. 10 52" gang, complete with saws, 1 Kilgore cant crane, steam board flippers and filing equipment. One 25000 refuse burner, complete. One 12 h. p. vertical steam engine. GOODMAN LUMBER CO., Goodman, Wis.

TIES WANTED**WANTED—FOR SHIPMENT**

During next four months, White and Red Oak Switch Ties, 3" and 4" White Oak crossing plank, Oak timbers and car lumber. For delivery Cairo, Chicago, Cincinnati and Pittsburgh. Quote f. o. b. or delivered prices on what you can furnish, or give us names of shipping point, and we will name you f. o. b. prices. All lumber inspected at shipping point.

FRAMPTON-FOSTER LUMBER CO., Pittsburgh, Pa.

WANTED—FOR SHIPMENT

Within four months several carloads 6x8"—8", and 7x8"—8" 6" White Oak, Red Oak and Chestnut Ties, for delivery Cairo, Chicago, Cincinnati and Toledo. All ties to be inspected at loading point.

FRAMPTON-FOSTER LUMBER CO., Pittsburgh, Pa.

BUSINESS OPPORTUNITIES**WANTED TO BUY LUMBER AND FOREST**

Products, with cash advances, or will furnish capital to timber owners or mfrs. at 6%, and guarantee to sell products to best advantage, on liberal profit-sharing basis. We have high reputation, large resources, and strong selling organization. Address "BOX 48," care HARDWOOD RECORD.

HARDWOOD PLANT FOR SALE

As a profitable going concern in Portland, Ore., comprising fully equipped sawmill, flooring and veneer plant, retail yards, with suitable stock of lumber, rail and water shipping facilities. Necessary capital, \$100,000 to \$150,000. For further particulars, reason for selling, etc., write J. S. EMERSON, Pacific Bldg., Vancouver, B. C.

OREGON AND CALIFORNIA

Railroad Co. grant lands. Title to same re-vested in United States by act of Congress dated June 9, 1916. 2,300,000 acres to be opened for homesteads and sale. Agricultural and timber lands. Conservative estimate forty billion feet of commercial lumber. Containing some of the best land left in United States. Large map showing land by sections and description of soil, climate, rainfall, elevation, etc. Postpaid One Dollar. GRANT LANDS LOCATING CO., Box 610, Portland, Oregon.

MISCELLANEOUS**FOR SALE**

50 Lumber Hand Trucks, construction two iron wheels, wooden beds, substantially built yet light weight, for use on tramways, or around planing mills or woodworking plants. For particulars write H. A. McCOWEN & COMPANY, Memphis, Tenn.

FOR SALE

Hardwood Sawmill Site, with power and machinery suitable for reconstruction if required, including all or any part 9,000-acre tract Hardwood—large percentage Gum, Forked Leaf White Oak and Slick Bark Hickory. Railroad and water transportation. Write us for particulars. Geo. T. Houston & Co., 211 Railway Exchange, Chicago, Ill.

HARDWOODS FOR SALE**LUMBER
ASH**

COM. & BTR. 12 4", good wdths. 70% 14 & 16". ATLAS LUMBER & MFG. CO., Cincinnati, O.
NO. 2 C. 4 4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 2 C. white, 8/4, usual width and lgth., 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 3/8 & 1/2"; LOG RUN, black, 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.
NO. 1 C. 6 4" & up, 10 to 16", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, O.
NO. 1 C. 5/8", reg. width and lgth., bone dry. SWAIN-ROACH LBR. CO., Seymour, Ind.
FAS 4/4, 5/4, 6/4, 10/4 & 12/4". WOOD-MOSAIC CO., New Albany, Ind.

BASSWOOD

FAS & NO. 1 C. 6 4"; NO. 2 C. 5 4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. 10 4", mostly 5 to 7" wide, usual lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. & BTR. 4 4", 10 & 12"; NO. 2 C. & BTR. 5 4 & 6 4", reg. width and lgth. MASON-DONALDSON LBR. CO., Rhinelander, Wis.

BEECH

NO. 2 C. & BTR. 4 4", reg. width and lgth., 8 mos. dry; NO. 3 C. 6 4", reg. width and lgth., 8 mos. dry. EAST JORDAN LBR. CO., East Jordan, Mich.
NO. 1 & BTR., 4 4", av. width and lgth., 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

BIRCH

NO. 2 C., 4 4", reg. width, 50% 14 & 16', 1 yr. dry. LITTLE RIVER LBR. CO., Townsend, Tenn.
FAS, NO. 1 C. & NO. 2 C., all 4 4", good wdths. and lgths., bone dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
FAS, sel., red, 6 4"; NO. 1 & 2 C., unsel., 6 4"; NO. 1 & BTR., unsel., 8 4"; NO. 3 C. 4 4 & 6 4"; 1 & 2 FACE STRIPS 1x4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.
NO. 1 & BTR., red, 4 4 to 8 4", 5" & up, 8' and longer, 10 mos. dry; NO. 1 & BTR., unsel., 4 4 to 8 4", av. width and lgth.; 10 mos. dry; 1 & 2 FACE, 4 4, 5" wide, 6' & longer, 10 mos. dry; 1 & 2 FACE, 4 4", 5" wide, 6 & 8', 10 mos. dry; NO. 2 & 3 C., 4 4", ran. width and lgth., 1 yr. dry. RICE LAKE LBR. CO., Rice Lake, Wis.

CHERRY

NO. 1 C. & BTR. 4 4". BABCOCK LUMBER CO., Pittsburgh, Pa.
FAS 5/8"; COM. & BTR. 4 4". HOFFMAN BROS. CO., Fort Wayne, Ind.
FAS 4 4", 10" & wider, av. width 15 1/2", 40 to 50% 14 & 16"; NO. 1 C. & BTR. 4 4". WOOD-MOSAIC CO., New Albany, Ind.

CHESTNUT

FAS & NO. 1 C. both 4 4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. 4 4 to 8 4", usual width and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 4/4 & 6 4", good wdths. and lgths., 6 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
FAS 4 4", 6" & up, 10 to 16', 1 yr. dry; NO. 1 C. 4 4, 6 4 & 8 4", 4" & up, 10 to 16', 1 yr. dry. MOWBRAY & ROBINSON CO., Cincinnati, O.
FAS 4 4 to 8 4", 6" & up, standard lgth., 2 yrs. dry; NO. 1 C. 4 4 to 8 4", 4" & up, standard lgth., 2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CHITTUM

LOG RUN 4 4". BABCOCK LUMBER CO., Pittsburgh, Pa.

ELM—SOFT

LOG RUN, 6 4 & 12 4", good wdths. and lgths. ATLAS LUMBER & MFG. CO., Cincinnati, O.
NO. 1 & 2 C. 4/4; NO. 2 C. & BTR. 6/4 & 8/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.
NO. 3 & BTR., 4/4", av. width and lgth., 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.
LOG RUN 4 4", reg. width and lgth., 3 to 6 mos. dry. SWAIN-ROACH LBR. CO., Seymour, Ind.

ELM—ROCK

LOG RUN, 8 4", reg. width and lgth., 4 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

GUM—SAP

NO. 1 C. 4/4 & 5/4, good wdths. and lgths.; NO. 2 C. 4 4", good wdths. and lgths. ATLAS LUMBER & MFG. CO., Cincinnati, O.
FAS 6/4 to 8 4", reg. width and lgth., 4 mos. dry; NO. 1 C. 6 4", reg. width and lgth., 4 mos. dry. PHILIP A. RYAN LBR. CO., Lufkin, Tex.
NO. 2 C. 4 4", reg. width and lgth., 4 mos. dry; NO. 2 C. 8 4", reg. width and lgth., 6 mos. dry. SOUTH TEXAS LBR. CO., Houston, Tex.

GUM—PLAIN RED

FAS & NO. 1 C. both 4 4", good wdths. and lgths. ATLAS LUMBER & MFG. CO., Cincinnati, O.
FAS, FIG., 4 4" & up, reg. lgth., 1 yr. dry, mottled. NICKEY BROS., INC., Memphis, Tenn.
NO. 1 C. 5 4 & 6 4", reg. width and lgth., 4 mos. dry. PHILIP A. RYAN LBR. CO., Lufkin, Tex.
FAS, 4 4", reg. width and lgth., 8 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

GUM—QUARTERED RED

COM. & BTR. 8 4", good wdths. and lgths., sap no defect. ATLAS LBR. & MFG. CO., Cincinnati, O.
COM. & BTR. 4 4", ran. width and lgth., 4 mos. dry, sliced boards highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.
FAS 4 4", reg. width and lgth., 8 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.
NO. 1 C. & BTR. 10 4", reg. width and lgth., 3 to 6 mos. dry. SWAIN-ROACH LBR. CO., Seymour, Ind.

GUM—TUPELO

ALL grades, all thicknesses, good wdths. and lgths. J. M. LOGAN LBR. CO., Knoxville, Tenn.

HICKORY

LOG RUN 6 4", reg. width and lgth., 1 to 4 mos. dry. SWAIN-ROACH LBR. CO., Seymour, Ind.
NO. 1 C. & BTR. 4 4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. 4 4 to 16 4", 4" & up, standard lgth., 2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

LOCUST

LOG RUN 4 4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16 4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

NO. 1 C. 4 4", good wdths., 50% 14 & 16', 2 yrs. dry; FAS 12 4", good wdths., 50% 14 & 16', 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
FAS 4 4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. & BTR. 4 4 & 5 4", usual width and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. & BTR. 4 4", reg. width and lgth., 2 to 4 mos. dry; NO. 2 C. & BTR. 8 4", reg. width and lgth., 6 mos. dry; NO. 3 C. 4 4", reg. width and lgth., 10 mos. dry; NO. 1 C. & BTR. 4 4", 9" & up, reg. lgth., 3 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.
NO. 3 C. 4 4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.
NO. 1 C. & BTR. 12 4", reg. width and lgth., green. SWAIN-ROACH LBR. CO., Seymour, Ind.

MAPLE—SOFT

NO. 2 C. & BTR. 6 4", reg. width and lgth., 2 mos. dry. EAST JORDAN LBR. CO., East Jordan, Mich.

OAK—PLAIN RED

FAS 4 4 & 6 4", good wdths., 50% 14 & 16', 2 yrs. dry; NO. 1 C. 5 4 & 6 4", good wdths., 50% 14 & 16', 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

HARDWOODS FOR SALE

NO. 2 C. 4 1/4 & 5 1/4", good widths and lgths. ATLAS LUMBER & MFG. CO., Cincinnati, O.
NO. 2 C. 4 1/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 10 1/4", usual width and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

BRIDGE PLANK, 8/4, 6" & wider, 12' long. BLISS-COOK OAK CO., Blissville, Ark.

FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS 4 1/4", 25% 12" & up, 50% 14 & 16", 4 to 9 mos. dry; NO. 1 C., 4 1/4", 25% 10" & up, 60% 14 & 16", 4 to 8 mos. dry. LIBERTY HARDWOOD LBR. CO., Big Creek, Tex.

FAS, 6/4 & 8/4", 6" & up, 10 to 16", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, O.

FAS 6 1/4", reg. width and lgth., 3 mos. dry; NO. 1 C. 4/4 & 6/4", reg. width and lgth., 3 mos. dry. PHILIP A. RYAN LBR. CO., Lufkin, Tex.

NO. 2 C. 4 1/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

FAS 3/4", reg. width and lgth., 1 yr. dry; FAS 4 1/4", reg. width and lgth., 10 mos. dry; NO. 1 C. 4 1/4", reg. width and lgth., 8 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

NO. 1 C., 4 1/4", reg. width and lgth., 8 mos. dry; NO. 2 C., 4 1/4", reg. width and lgth., 10 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

FAS 5/4 & 6/4", reg. width and lgth., dry. SWAIN-ROACH LBR. CO., Seymour, Ind.

FAS 4/4 to 10 1/4". WOOD-MOSAIC CO., New Albany, Ind.

ALL grades 4/4 to 16 1/4", reg. width, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

NO. 1 C. 4 1/4", 4" & up, 10 to 16", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, O.

CLEAR SAP, 4/4", 2 1/2-3 1/2", reg. lgth., 8 mos. dry; CLEAR, 4/4", 4-5 1/2", reg. lgth., 8 mos. dry. NICKEY BROS., INC., Memphis, Tenn.

FAS 4 1/4", reg. width and lgth., 10 mos. dry; NO. 1 C. 4 1/4", reg. width and lgth., 12 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

FAS 3/4 to 6/4". WOOD-MOSAIC CO., New Albany, Ind.

OAK—PLAIN WHITE

NO. 1 C. 5/4", good widths, 50% 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 1 C. 12 1/4", usual width and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. & NO. 2 C., both 4/4", reg. width and lgth., dry. H. G. BOHLSEN MFG. CO., New Caney, Tex.

NO. 1 C. 4 1/4", 25% 10" & up, 60% 14 & 16", 4 to 8 mos. dry. LIBERTY HARDWOOD LBR. CO., Big Creek, Tex.

FAS 4/4", good widths and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4 1/4", reg. width and lgth., 2 mos. dry; NO. 1 C. 6/4", reg. width and lgth., 3 mos. dry. PHILIP A. RYAN LBR. CO., Lufkin, Tex.

NO. 2 C. 4 1/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

FAS 4 1/4", reg. width and lgth., 6 mos. dry; NO. 2 C., 4 1/4", reg. width and lgth., 8 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

FAS 4 1/4", reg. width and lgth., 12 mos. dry; NO. 1 C. 4 1/4", reg. width and lgth., 10 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

ALL grades 4/4"—6x6", reg. width, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS 3/8 to 5/8" & 4/4"; STRIPS 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS 4/4", reg. width and lgth., 1 yr. dry; NO. 1 C. 4/4 to 5/4", reg. width and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4 & 5/4", both 6" & up, 10 to 16", 1 yr. dry; FAS 5/4", 10" & up, 10 to 16", 1 yr. dry; NO. 1 C. 5/4", 4" & up, 10 to 16", 1 yr. dry. MOWBRAY & ROBINSON CO., Cincinnati, O.

FAS & NO. 1 C., both 1/4", 6" & up, reg. lgth., 10 mos. dry; FAS 3/8", reg. width and lgth., 1 yr. dry; FAS 5/8 & 3/4", reg. width and lgth., 15 mos. dry; FAS & NO. 1 C., both 5/4", reg. width and lgth., 10 mos. dry; FAS 6/4", reg. width and lgth., 6 mos. dry; NO. 1 C. 1/2, 5/8 & 6/4", reg. width and lgth., 8 mos. dry; CLEAR 4/4", 4-4 1/2", reg. lgth., 10 mos. dry. NICKEY BROS., INC., Memphis, Tenn.

NO. 2 C. 4/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

NO. 2 C., 4/4", reg. width and lgth., 1 yr. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

FAS 4 1/4", 10" & up, reg. lgth., 10 mos. dry; FAS 1/2, 3/4 & 4/4", reg. width and lgth., 10 mos. dry; NO. 1 C. 3/8", reg. width and lgth., 1 yr. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

FAS 5/8 to 4/4", 6" & up, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—MISCELLANEOUS

NO. 2 C. 8/4", reg. width and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

TIMBERS, mixed, 6x6 to 12x12—10 to 20", mostly 6x6 to 8x8—12, 14 & 16", square edge and sound, band sawed, ends carefully trimmed and painted to prevent season checking. SOUTHERN PINE LBR. CO., Texarkana, Tex.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16", 6 mos. dry, largely 14 & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

NO. 2 B. & NO. 3 C. 5/4", good width and lgth. ATLAS LBR. & MFG. CO., Cincinnati, O.

COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

NO. 1 C. 4 1/4", 7" & up, 50% 14 & 16", 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4 & 6/4", reg. width, 50% 14 & 16" kiln dried; NO. 1 & PANEL, 4/4", 18 to 23", 50% 14 & 16", 6 mos. dry. LITTLE RIVER LUMBER CO., Townsend, Tenn.

COM. & BTR., 5/8 & 4/4", ran. width and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 4/4", 4" & up, reg. lgth., 4 mos. dry. NICKEY BROS., INC., Memphis, Tenn.

FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4 1/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C. 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C. 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

FAS 12 1/4", reg. width and lgth., 3 to 6 mos. dry; NO. 1 C. 10 1/4", reg. width and lgth., 3 to 6 mos. dry. SWAIN-ROACH LBR. CO., Seymour, Ind.

FAS 5/4, 6/4, 8/4, 10/4, 12/4 & 16/4", 7 to 17" wide. WOOD-MOSAIC CO., New Albany, Ind.

ALL grades 5/8 to 4/4", reg. width, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

WALNUT

NO. 2 C. 4 1/4", usual width and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. & NO. 2 C., both 4/4", 4" & up, 10 to 16", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, O.

FAS 4/4, 5/4, 6/4 & 8/4", 6 to 8", reg. lgth., 8 mos. dry; NO. 1 C. 4/4, 5/4, 6/4 & 8/4", reg. width and lgth., 10 mos. dry; NO. 2 C. 4/4, 5/4, 6/4 & 8/4", reg. width and lgth., 1 yr. dry. NICKEY BROS., INC., Memphis, Tenn.

FAS 4 1/4", 6 to 16" wide, 6 & 7" lgths., \$97; FAS 4 1/4", 6 & 7" wide, 8 to 16" lgths., \$110; FAS, QTD., 4/4", 8 to 16" lgths., \$120; NO. 1 C., 4/4", 6" & wider, \$59; NO. 1 C., QTD., 4/4", \$55. SPECIAL stock, QTD., 4/4", clear of knots, 4 & 5" width, 6' & longer, \$72; 4/4", clear sap steamed, of common dimensions, \$55. PICKREL WALNUT CO., St. Louis, Mo.

NO. 1 C. & BTR. 14/4 to 16/4"; NO. 2 C. & BTR. 4/4 & 5/4. WOOD-MOSAIC CO., New Albany, Ind.

DIMENSION LUMBER

GUM—SAP

CLEAR 3x3"—8', 2 mos. dry; 2x2"—8', 2 mos. dry; 2x2"—4', 2 mos. dry; 2 1/2x2 1/2"—8', 2 mos. dry; 2x2"—30", 2 mos. dry; 2x2" and 3x3" up to 8', smoke dried; SOUND 3x3"—8', 2 mos. dry. PROBST LUMBER CO., Cincinnati, O.

FLOORING

BIRCH

CLEAR 3/16x2 1/4", 2 to 16". KERRY & HANSON FLG. CO., Grayling, Mich.

MAPLE

CLEAR 1 1/16x3 1/4"; FACTORY 1 1/16x3 1/4"; 1 1/16x2 1/4" and 5/16x2 1/4"; PRIME 3/16x4" and 1 1/16x4". KERRY & HANSON FLG. CO., Grayling, Mich.

VENEER—FACE

GUM—RED

QTD, FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—PLAIN

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 1/8", 6 to 9", 14 to 16"; CLEAR 1/8", 10 to 12", 10 to 16". NICKEY BROS., INC., Memphis, Tenn.

OAK—QUARTERED

RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

WALNUT

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD, FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

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QUICK-MOVING CLYDES

The Human Element in a Logging Operation

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

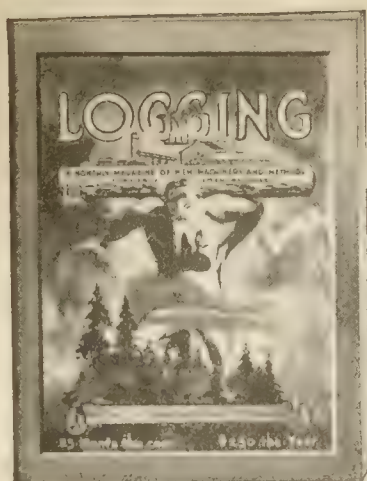
This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.



FOUR LOGS ON TWO LINES

THIS CLYDE SKIDDER HELPS "THE HUMAN ELEMENT"



SEND FOR A SAMPLE COPY
AND READ BOTH STORIES

CLYDE IRON WORKS

*Manufacturers of
Quick-Moving Clyde Logging Machinery*

DULUTH, MINNESOTA

U. S. A.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

NORTHERN MANUFACTURERS

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany and Quarter-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

HAVE FOLLOWING STOCK AT
IRON MOUNTAIN, CAR SHIPMENTS:

100 M ft. of.....6/4 No. 3 Common BIRCH
15 M ft. of.....10/4 No. 1 Common & Better BIRCH
15 M ft. of.....12/4 No. 1 Common & Better BIRCH
50 M ft. of.....6/4 No. 3 Common SOFT ELM
100 M ft. of.....6 ft. COAL DOOR LUMBER

EAST JORDAN LUMBER CO.

—Manufacturers—

"IMPERIAL"
Maple Flooring

EAST JORDAN, MICH.

ATTENTION

"CHIEF BRAND" Maple and Birch Flooring

in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co.
Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

"IDEAL" Steel Burnished

Rock Maple Flooring

is the flooring that is manufactured expressly to supply the demand for the best. It is made by modern machinery from carefully-selected stock, and every precaution is taken throughout our entire system to make it fulfill in every particular its name—"IDEAL."

Rough or Finished Lumber—All Kinds

Send Us Your Inquiries

I. STEPHENSON CO., Trustees
Wells, Michigan

We have the following dry stock to offer:

**One Car of
10/4" No. 3 Common
Rock Elm**

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.
WISCONSIN AND MICHIGAN HARDWOODS

BONE DRY WISCONSIN BIRCH

2 CARS 4/4 FASRED BIRCH
3 CARS 4/4 No. 1 Common.....RED BIRCH
2 CARS 6/4 FASRED BIRCH
1 CAR 6/4 No. 1 Common.....RED BIRCH
2 CARS 4/4 FASUNSELECTED BIRCH
5 CARS 4/4 No. 1 Com.....UNSELECTED BIRCH
5 CARS 4/4 No. 2 Com.....UNSELECTED BIRCH
3 CARS 6/4 FASUNSELECTED BIRCH

Can furnish limited amounts 5/4 and 8/4 in above cars.

Let us quote you our prices

RICE LAKE LUMBER CO.
Yard and Mills, RICE LAKE, WISCONSIN

B U F F A L O

The Foremost Hardwood Market of the East

T. SULLIVAN & CO.
Hardwoods
Ash and Elm
NIAGARA—CORNER ARTHUR

Atlantic Lumber Company
HARDWOODS
WEST VIRGINIA SOFT RED AND WHITE OAK
Our Specialty: West Virginia and Pennsylvania Cherry
1055 Seneca Street

Yeager Lumber Company
INCORPORATED
EVERYTHING IN HARDWOODS
932 Elk Street

Buffalo Hardwood Lumber Co.
OUR SPECIALTY
Plain and Quartered Red
and White Oak and Ash
940 SENECA STREET

Taylor & Crate
HARDWOODS OF ALL KINDS
A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards
Established 50 Years Rail or Cargo Shipments

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Hardwoods
of All Kinds 1142 Seneca St.

G. ELIAS & BRO.
HARDWOODS
White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring
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Hugh McLean Lumber Co.
OUR SPECIALTY:
QUARTERED WHITE OAK
940 Elk Street

Blakeslee, Perrin & Darling
A Complete Stock of Seasoned Hardwoods
including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.
1100 Seneca Street

**Standard Hardwood
Lumber Co.**
OAK, ASH AND CHESTNUT
1075 Clinton Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

ATKINS SILVER STEEL SAWS

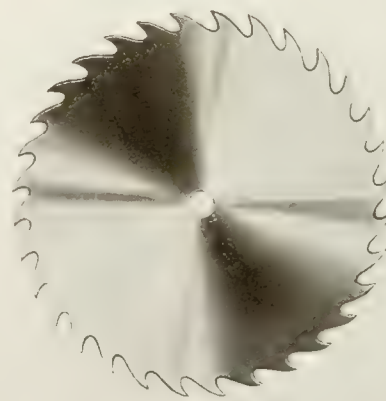
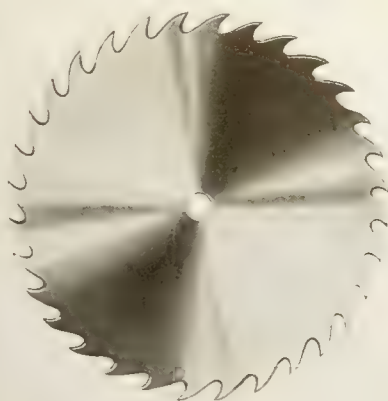


Assurance of the best results, both economic and productive, is found in the constant use of ATKINS SILVER STEEL SAWS.

Steel of exceptional quality—that never varies—and the best workmanship has perfected these universally used Saws.

Are your results as good as they should be? Try ATKINS SAWS and watch the improvement.

ATKINS Service from your usual source of supply or the nearest Branch named below means a saving from the start.



Send for our "H. R." catalog containing items of interest to you



E. C. ATKINS & CO., Inc.

ESTABLISHED 1857

The Silver Steel Saw People

HOME OFFICE AND FACTORY, INDIANAPOLIS, IND.

CANADIAN FACTORY, HAMILTON, ONT.

MACHINE KNIFE FACTORY, LANCASTER, N. Y.

Branches carrying complete stocks in all large distributing centers, as follows:

ATLANTA
CHICAGO

MEMPHIS
MINNEAPOLIS

NEW ORLEANS
NEW YORK CITY

PORTLAND, ORE.
SAN FRANCISCO

SEATTLE
VANCOUVER, B. C.

SYDNEY, N. S. W.
PARIS, FRANCE

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

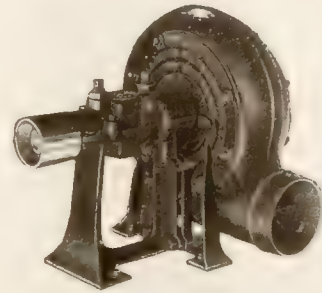
When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark

JUST WHAT YOU NEED

To carry away the Dust from that Extra Machine—perhaps the Sander



Built with inlets 5, 6, 7 and 9 inches in diameter.

This fan is reversible and adjustable as to hand and discharge—may be inverted to hang from the ceiling—has Dust-proof, Leak-proof, Self-oiling Bearings with large oil reservoir—requires little attention.

WRITE FOR CATALOG R-12

LARAGE FAN COMPANY.

HEATING, VENTILATING & DRYING ENGINEERS.
KALAMAZOO—MICHIGAN—U. S. A.

GRAND RAPIDS VAPOR DRY KILN

GRAND RAPIDS
MICHIGAN

GUARANTEES

There is a difference in them — not alone in wording and salesmanship, but in intent, in actual service and in ability to perform.

The Grand Rapids Vapor Kiln guarantee is based on a scientific measurement; it is original and the result of our thirty years' experience in wood-working.

We know the difference between ordinary kiln operation and ordinary guarantees, and we know you do want dependable guarantees based on real service and tests.

Need we say more?

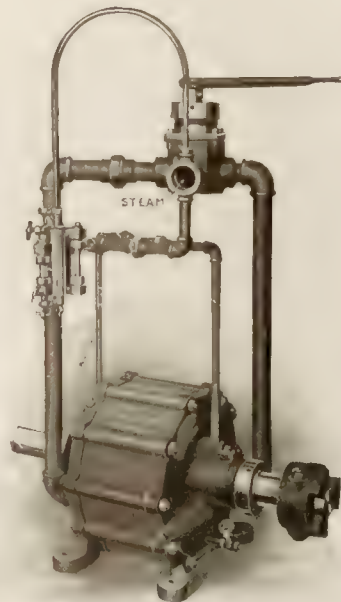
Grand Rapids Veneer Works
Grand Rapids, Mich. Seattle, Washington
Western Agents, Green Varnish Kilns

SOULE Steam Feed

Designed for the sawmill by a mill-man.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.



It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, MAY 25, 1917

Subscription \$2.
Single Copies, 15 Cents.



ADVERTISERS' CLASSIFIED DIRECTORY FOLLOWS READING MATTER.

—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

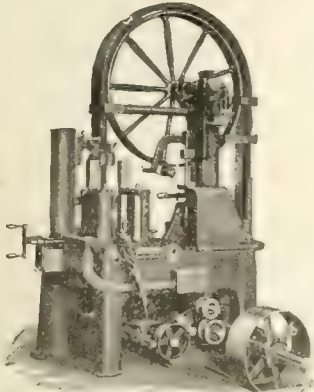
J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.



IDEAL BAND RESAW

NOT ONE CENT!

A Specially-Not a Side Line
BAND RESAWS

Martinsville, Ind., March 31, 1917.

Gentlemen:—We have in use two of your Band Resaws that are giving entire satisfaction. They have never given one moment's trouble, neither have they caused us one cent's repairs. We are glad to say a good word for them, for they deserve it.

DAVIS COOPERAGE COMPANY.

Wm. B. Mershon & Co., Saginaw, Mich.

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths No. 3 Common Hardwoods

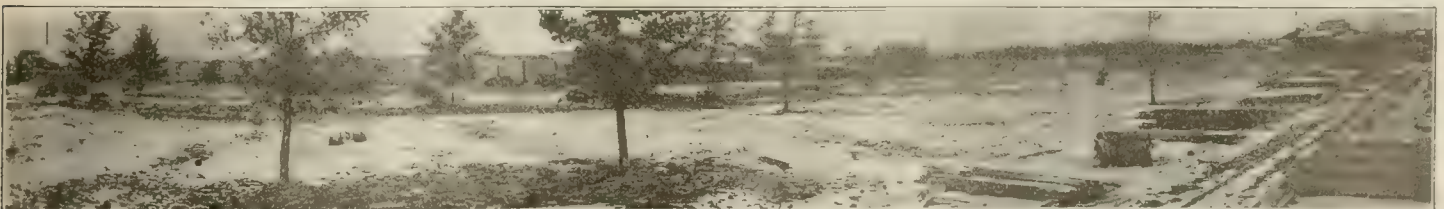
We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING MICHIGAN

Michigan Hardwoods

Make Steady Customers
White Pine, Norway, Hemlock

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARNS" QUALITY LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. 1 $\frac{1}{16}$ " x 2" No. 1 Maple Flooring

33 M. ft. 1 $\frac{1}{8}$ " x 2" Clear Maple Flooring

**The
Kneeland-Bigelow
Company**

Manufacturers of
Hardwood Lumber

BAY CITY MICHIGAN

William Horner

Manufacturer of

"Smoothest"

MAPLE, BEECH & BIRCH
FLOORING

MILLS: Reed City and
Newberry, Mich. **Reed City, Mich.**

Sole European Sales Agents: TICKLE BELL & CO.
Royal Liver Bldg., Liverpool, England

"ALL - PULL - TOGETHER - FOR - OAK SERIES." (BOOST NO. 2)

IT WASN'T YOUR FAULT THAT YOU Sold that Lot of OAK Under the Market

(Of course not—you didn't even know what the market was. How could you know?—not being a member of the Oak Association?)

In *that particular case*, of course, the members of the American Oak Manufacturers' Association undoubtedly *did* have a *big advantage* over you. They knew, to the last detail, all about their competitors' *stocks on hand*, they knew the *quantities, grades and thicknesses* of *all shipments* by their competitors; *and better still*, they knew the *actual prices* that had been received by their competitors on every sale for months past—and right down to date—the *real figures*, F. O. B. common basing points.

Hardly fair to make you and your sales manager go it blind like that, was it?

Somebody should have PUT you into the Oak Ass'n BEFORE! Why didn't they?—(Well, maybe they didn't know you *wanted* to get in!)

Think it over a minute. (*Now you're ready!*) **WRITE** us now, before it slips your mind, for **IN-FORM-ATION**.

"HEAVEN HELPS THEM WHO HELP THEMSELVES"

WE OAK MEN ARE "ON THE JOB" AT LAST. THIS IS OUR ASSOCIATION—YOUR ASSOCIATION. IF YOU CARE (EVEN A LITTLE) WRITE US A LINE. WE'LL GIVE YOU A STRICTLY PERSONAL ANSWER—NOT A FORM LETTER.

AMERICAN OAK MFR'S ASSOCIATION

1491 BANK OF COMMERCE BUILDING, MEMPHIS, TENN.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

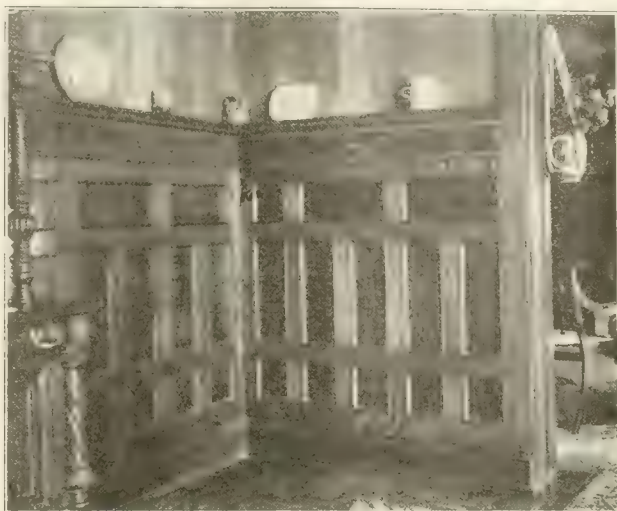
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

Oak in its TWENTIETH CENTURY APPLICATION is backed by the leading oak manufacturers of the country who are standing behind you also in their campaign to tell the public at large what the real possibilities of this wonderful wood are. Do you know how directly the increased and more diversified use of oak would affect your business? You should post yourself now because the real results are just beginning to show.

WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 40.)
Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page —.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stinson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 8.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 12.)

INDIANA

Hoffman Brothers Company, Fort Wayne. (See page 14.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Barnaby, Greencastle. (See page —.)
J. V. Stinson, Huntingburg. (See page 52.)
Wood-Mosaic Company, New Albany. (See page 10.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 40.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.
a, b—Cyrus C. Shafer Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 38.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page 10.)

LOUISIANA

The Ferd. Brenner Lumber Company, Alexandria.
Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI

b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page —.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardia.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hdw. Dept., Kansas City, Mo. (See page —.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Pease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston. Sales Office, Chicago. (See page 14.)
c—Arkia Lumber & Manufacturing Company, St. Louis.
J. A. Holmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Holaday Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 40.)
a, b—Duhlmeier Brothers & Co.
a, b—Mowbray & Robinson Company. (See page 42.)
a, c—Probst Lumber Company. (See page 52.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Johnson City Lumber & Manufacturing Co., Johnson City.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 11.)

MEMPHIS

Anderson-Tully Company. (See page 2 and 51.)
J. H. Bonner & Sons.
b—Geo. C. Brown & Co.
Goodlander-Robertson Lumber Company.
Memphis Band Mill Company.
Russe & Burgess, Inc.
c—J. V. Stinson Hardwood Company.
J. W. Wheeler & Co.

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

H. G. Bohlissen Mfg. Co., New Caney. (See page 9.)

VIRGINIA

c—U. S. Spruce Lumber Company, Marlon.

WEST VIRGINIA

b, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Timber Company, Charleston.
Fardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.
a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.

Exceptional Facilities

together with the largest stock of

DRY No. 2 HARDWOODS

Common & Better

in the North, make us one of your LIVE ASSETS

Here are a few items of real value. Send for complete stock sheet of dry and green Hardwood, Pine and Hemlock.

BASSWOOD	1 car 1" No. 1 Com. Red	75M' 2" 1st & 2nd Sel. Red
100M' 1" No. 1 & Btr.,	1 car 1x4" 1 face Strips	
10 & 12'	1 car 1x4" 2 face Strips	
200M' 5/4" No. 2 & Btr.	75M' 6/4" 1st & 2nds Unsel.	ELM
	75M' 6/4" 1st & 2nds Selected Red	100M' 1" No. 1 & No. 2 Com. Soft
BIRCH	40M' 2" 1st & 2nd Unsel.	100M' 6/4" No. 2 Com. & Btr. Soft
100M' 1" No. 1 & No. 2 Common		

Mason-Donaldson Lumber Co.

RHINELANDER, WIS.

Little Rock Lumber & Mfg. Co.

LITTLE ROCK, ARK.

IN THE

HEART of the finest HARDWOODS

Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

High Grade Plain and Qtd. White and Red Oak, Red Gum, Sap Gum, Cypress, Ash, Hickory, Holly, Elm, Maple, Qtd. Sycamore, Hackberry

WRITE FOR OUR LATEST STOCK SHEET

—Prompt Shipments of—
White and Red Oak Car Material

All Lumber Well Manufactured. Dependable Grading

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C. { **MILLS** } Porterwood, W. Va.
Jacksonville, N. C. { } Wildell, W. Va.
Hertford, N. C. { } Mill Creek, W. Va.

Willson Bros. Lumber Co.

MANUFACTURERS

MAIN OFFICE:

PITTSBURGH, PA.

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesalers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Bldg.

PHILADELPHIA



TEXAS—

The newest star in the Hardwood firmament

“Ultimately the main source of Hardwood supply”

Not every hardwood buyer has learned to look to Texas for supply, but the reputation of Texas hardwoods is rapidly spreading with the result that more and more buyers are sending their inquiries to responsible Texas manufacturers.

TEXAS WHITE and RED OAK is now being used in practically every important consuming center because of its desirable color, figure, texture, widths and lengths—and those who have tried it continue to buy. It is being used for every purpose for which oak is employed. It is well manufactured and properly graded when made by the mills named below.

H. G. BOHLSEN MANUFACTURING CO.....	New Caney, Texas
LIBERTY HARDWOOD LUMBER CO.....	Big Creek, Texas
PHILIP A. RYAN LUMBER CO.....	Lufkin, Texas
SOUTH TEXAS LUMBER CO.....	Houston, Texas
	(Mill at Onalaska, Texas)
SOUTHERN PINE LUMBER CO.....	Texarkana, Texas
	(Mill at Diboll, Texas)

See Lists of Stock on Pages 45-46

Texas mills also manufacture Red Gum, Ash, Elm, Cottonwood, Magnolia,
Hickory, Cypress, Tupelo

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lbr. Co.

Main Office—Louisville, Ky.
Eight Band Mills—Brasfield, Ark.; Furth, Ark.; Allport, Ark., and Fayette, Ala.

We offer the following dry stock for prompt shipment:

QTD WHITE OAK	59,000 ft. 4-4 Saps.
125,000 ft. 4-4 1s and 2s.	215,000 ft. 4-4 No. 1 Com.
215,000 ft. 4-4 No. 1 Common.	175,000 ft. 8-4, 10-4, 12-4, C. & B.
153,000 ft. 4-4 2½ to 5½ Cl. Strips.	PLAIN RED GUM
74,500 ft. 6-4 No. 1 Com. & Bet.	118,000 ft. 4-4 1s and 2s.
183,000 ft. 8-4 No. 1 Com. & Bet.	82,900 ft. 4-4 No. 1 Com.
PLAIN WHITE OAK	96,000 ft. 8-4 C. & B.
218,000 ft. 4-4 1s and 2s.	111,000 ft. 4-4 C. & B. figured.
372,000 ft. 4-4 No. 1 Com.	QTD RED GUM
191,000 ft. 4-4 No. 2 Com.	83,000 ft. 4-4 1s and 2s.
PLAIN RED OAK	194,000 ft. 4-4 No. 1 Com.
178,000 ft. 4-4 1s and 2s.	48,000 ft. 4-4 1s and 2s.
347,000 ft. 4-4 No. 1 Com.	73,000 ft. 8-4 No. 1 Com.
123,000 ft. 4-4 No. 2 Com.	SAP GUM
POPLAR	85,000 ft. 4-4x18" & up, Panel.
83,000 ft. 4-4 1s and 2s.	52,000 ft. 4-4 1s and 2s.
3 Million feet of Alabama Short Leaf Yellow Pine	118,000 ft. 4-4 No. 1 Com.
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19,500 ft.	132,000 ft.
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6-1s & 2s 7 to 17 in.	ASH.
18,200 ft.	4-4 1s & 2s, 14,700 ft.
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12-4 1s & 2s 7 to 17 in.	12-4 1s & 2s, 15,300 ft.
32,200 ft.	4-4 No. 1 Com., 16,700 ft.
10-1s & 2s 7 to 17 in.	5-4 No. 1 Com., 15,200 ft.
35,600 ft.	6-4 No. 1 Com., 14,200 ft.
5-8 Saps & Selects, 35,800 ft.	4-1 No. 2 Com., 47,300 ft.
4-1 No. 2 B Com. 27,000 ft.	WALNUT
QUARTERED RED OAK.	4-4 No. 2 Com. & Better
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So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

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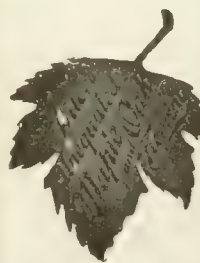
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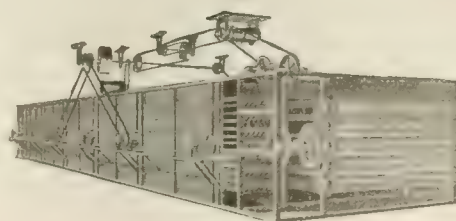
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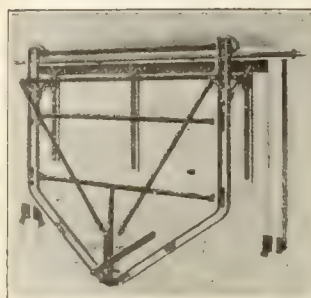
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IF YOU ARE BUYING NOW OUR
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Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

THE HARDWOOD COMPANY

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No. 3



Review and Outlook



General Market Conditions

NOT FOR YEARS has the lumber business attained such a position of strength as it occupies today; strength, not the reflection of temporarily good buying in any one direction, but made up of a predominance of fundamental ingredients which raise it ever higher and make an ever firmer foundation for present conditions. Natural cautiousness and the tendency to figure ahead resulted a short time ago in a measure of conservatism in certain directions, but those who are inclined to view the future with doubt or skepticism, who discounted the present momentum in business, have been literally picked up out of their ways and carried along with the tide of growing sales and growing values.

In no business has concerted action in the matter of price been more impossible than in the lumber business, and at no time in the history of the industry has it been more difficult for any combination to regulate values. Yet, in spite of this some of the jumps of hardwood prices have been nothing short of sensational, and in this very condition lie causes for two warnings, one to the consumer that his stocks will be even more difficult to supply than they are now and that his prices will be higher. One to the distributor that he does not lose his head and kill the goose of the proverbial golden egg.

The position of hardwood lumber today seems to have truly reached such a situation that the competition rather than being among the sellers is among the buyers—about the only place where the sellers compete with one another is in the securing of shipping facilities wherewith to keep their mills running and their lumber moving to the markets.

The peculiar part of the situation is that some industries which normally account for a very large percentage of the output of the hardwood mills are definitely slackening up; interior finish, for instance, which has been referred to before in these comments. As one energetic, though "hefty" lumberman, remarked a short time ago, a man who had laid aside \$5,000 with which to put up a nice, little home could hardly get up the first story for that amount of money now, and if that man's surplus does not increase in proportion to the mounting cost of building he simply doesn't build. The same thing is becoming more evident in the buying of accessories to the home, such, for instance, as furniture. And yet on top of reports of this character come the most optimistic comments at the recent meeting of Federation of Furniture Manufacturers, at which sessions the almost unanimous statement was that operators are going along as actively as they can with the available labor. Still the under-current of less formal comment showed an increasing spottiness revealing the possibility of trade not being so brisk as it was.

It is argued that the state of war cannot have a permanently deter-

ring influence because all the money taken out of usual channels will be reinvested in this country and disbursed broadcast. That is literally true. However, it is practically certain that two classes will benefit primarily, namely, the owners of companies directly or indirectly involved in the war business and the wage earners who seem to be strong enough to force wage readjustments keeping pace with and sometimes being ahead of rising prices. The probability of this money getting into the "middle class" currents is another question. In the face of mounting costs the salaried man is expected to maintain himself on about the same salary basis as heretofore, and as he makes up the class which takes the medium priced product, it is probable that the greatest strength during the present period of transition will be in the sale of articles normally desired by the laboring element, and on the other extreme the high priced articles going to the families dependent rather upon profits than upon salaries—to the capitalists and the manufacturers. The salaried man must conserve his surplus to meet mounting expenses.

Unquestionably the lumber business is in a period of transition which will see big changes in channels of consumption, but the future will show no marking of time in either values or consumption. All industries seem to be rallying to the support of the government in supplying raw material and commodities at a reasonable profit, but as the climb in lumber values has in most cases just barely kept pace with increasing costs, and as selling prices today will certainly not average much more than a fair profit beyond cost of production, lumbermen furnishing the government could not be expected to quote prices which would adversely influence going markets. Hence there will be little tendency of war orders to interfere with normal quotations.

The Cover Picture

THE OPEN SEASON OF THE COUNTRY CLUB is at hand, and the cover picture illustrating this issue of HARDWOOD RECORD will serve to remind the business man of that fact. The original from which the photograph was made is the Country Club's colonial house at Memphis, Tenn.

The finish is red gum. Memphis is a leading market for this wood and some of the finest products of the St. Francis basin, and other famous gum districts, are handled by Memphis dealers. The purpose in using gum in finishing this handsome building was not to advertise gum, but there is no question that it will have that effect. Visitors will carry away with them a favorable impression of this wood's beauty and utility. It shows to excellent advantage in buildings of ample size and of fine architecture. Since the seasoning of gum has been mastered, it fills many a place where formerly it was practically unknown. The beauty of its grain and figure were known long ago,

but the national and international demand for gum has grown up in recent years, and it has become firmly established as a cabinet and finish wood.

It is not necessary for one to admire any wood in particular in order to enjoy the luxury of rest and recreation in a place such as is shown in the picture. The building is not the only attraction, though it may be the chief one. The trees and the shade appeal in a language of their own.

The Diverted Billions

ENORMOUS SUMS OF MONEY will be taken from its usual channels to meet the government loans, and the precise effect on the business of the country cannot be foreseen. There is, no doubt, that changes will take place in many plans which were formulated before the government's needs were foreseen. If money that was counted on to build a railroad, stock a store, purchase machinery, or build a factory is used for military purposes, it is apparent that certain plans will have to be revised. The diversion of six or seven billion dollars from one series of channels into another is bound to have an effect. The government's call for money is being responded to by persons in all walks of life. The money will be spent for war, which is the biggest business on hand at present.

Many persons are giving serious thought to the problem thus brought to the front. Will the diversion of this money into new channels cripple general business?

The answer is, so far as opinions justify an answer, that in some lines business must be curtailed, for want of funds. On the other hand is the prospect that what is lost in one line will be more than made up in others. The government will spend the money in this country and will spend it rapidly. It will go into circulation at once. It will be widely distributed. It will go to farmers, railroads, machinists, lumbermen, and in fact, it is hard to name any considerable class of people who will not receive a share of the billions which will be spent for war.

Persons who have nothing to sell which the government needs may not receive any of the money directly, but they will receive their share indirectly; for when plenty of money is in circulation, everybody has a chance at it. Hard times are produced by lack of cash in circulation, and a situation like that is not now visible. The fear that something unfavorable will result from the loans to the government is without cause. A considerable portion of the sums which will be loaned consists of money now idle, and no one questions that it is the idle money and not the circulating money that hurts business. Every dollar of idle money loaned to the government will be a direct help.

The whole population cannot engage in business along lines directly connected with the war; but a majority will be so engaged from now until hostilities end. Business wholly outside the war will be rare, for it has been truthfully said that in this war it is nations rather than armies that are fighting; and it is also wheat as well as rifles, and dollars as well as dynamite. The money supplied the government by the people will help the country to win, and at the same time will stimulate business in a way that ought to benefit every man who works with his hands or head.

Where Will It End

IT IS WELL TO TAKE A SERIOUS LOOK in an effort to see where and what will be the end of the mania for increasing the cost of every article and commodity that is produced, sold, or handled. It may become an endless chain of increasing cost until a disastrous collapse will come from the natural laws of adjustment.

The railroads want an advance of fifteen per cent in freight. Possibly they ought to have it, but it does not appear that any real effort has been made to find out whether or not they ought to have it. The general public seems to have taken the attitude that the war and poor crops have made everything expensive, and something must be added to prices to meet the increased cost. Then the man who is charged more for what he buys, adds to the price of what he sells, in order to come out even, and in that way passes his increases in cost on to his

customers. If they will pay him more for what he sells, what does he care for an increase in price of what he buys? It does not come out of his pocket, but out of the pockets of his customers. Accordingly, he registers no kick.

But his customers get busy and begin to figure how they are to get even, and they do what was done to them—pass the increased cost on down the line by adding it to what they have for sale. Why should they object, so long as they can pass the load along to the next fellow? It is finally laid on the laborer at the end of the line in the form of increased prices of what he buys, and in order to get even, he passes it to his employer in the form of higher wages which he says he must have. The increase thus gets back where it started—to the employer or manufacturer.

The manufacturer takes a fresh start, and decides that he must again raise his prices to meet the new raise in wages. Thus it goes, round and round, each man passing the load on, and not caring much so long as he can put in one pocket what some one else is taking out of the other.

This is actually about what is taking place in this country, and the danger of it is that nobody is standing up and making an effort to break the endless chain of price increase.

The present demand of railroads for another advance is cited as an example only, and not because they are worse sinners than the rest. They are simply a link—a large link, it is true—in the endless chain. Is it not about time that an attempt be made to stop the whirl of this merry-go-round of price increase? Why not resist the railroads as a starter, and make them prove that they cannot increase their net revenues by cutting expense instead of going after their patrons for more income? If a stand like that is taken, and successfully maintained, prices and costs may cease to climb and business will settle to the substantial laws of supply and demand. If the race round the arena continues, with each man chasing the man ahead of him and demanding more money, there is danger that this attempt at perpetual motion will end in failure and a general bustup.

What \$5,000,000,000 Means

INASMUCH AS THE CITIZENS of America must back the government to the limit in the present war, and as the policy seems to be to place its cost on the present generation, all must look the matter in the face and appreciate what we are up against. The National City Company of New York City has compiled some wonderfully interesting figures. As we, the people, constitute the factor which will make financing of the task a success or failure, a few of these figures are quoted here to remind you of your responsibility.

The initial amount involved, \$5,000,000,000, is:

5.14 times the present debt of the United States;
4.87 times the value of the estimated wheat crop in 1916;
54.9 per cent of the value of all crops for 1916;
24.8 per cent of the total railroad capitalization outstanding as of June 30, 1915;

14.5 per cent of the total bank resources of the United States on November 17, 1916, this total being \$34,489,531,000.

What citizens of other countries are doing is shown in the following tabulation:

Normal family income in England is \$1,368; average annual family investment in war loans is \$699.

In France, the normal family income is \$1,000; the annual average family investment in war loans is \$358.

In Russia the normal family income is \$373; the annual average family investment in war loans is \$139.

In Germany the normal family income is \$970; the average annual family investment in war loans is \$420.

What are you going to do—back up the government financially by giving your personal co-operation?

In considering the rate advance bear in mind that it isn't yet proven that the roads *must* have it and that in many lines the proposals mean *much more* than fifteen per cent. So even if your trade association is handling the matter see that your local commercial body establishes the true local conditions so that you may not come out in the hole when the final decision is rendered.



Has Car Shortage a Purpose?

Some timely suggestions in connection with the present car shortage and proposed advances in interstate freight rates have been offered by J. V. Stimson of Huntingburg, Ind., who operates hardwood band mills in that city, and also at Owensboro, Ky., Memphis, Tenn., and Little Rock, Ark. Mr. Stimson relates conditions as he has observed them in his own town, and elsewhere, and endeavors to show that there is something behind the attitude of the carriers. In a letter to the Louisville Hardwood Club Mr. Stimson enclosed a copy of a letter mailed to Secretary F. M. Smith of the Indiana Manufacturers' Association, on May 17, in which he relates some interesting facts. This letter is based on actual facts in Huntingburg, and information received relative to conditions in Louisville. In his letter to the Louisville club Mr. Stimson in part said:

I believe this is a field that will bear investigation and that something may be accomplished by the accumulation of evidence along the lines that I have indicated in this letter, because I am positively convinced that the railroad companies are using the present situation, and condition of public sentiment for definitely furthering their own interests, and I believe that this matter should be fully investigated, and if so done we can possibly stem the tide of the threatened freight advance.

In his letter to the Indiana organization Mr. Stimson said:

I have been writing the National Wholesale Lumber Dealers' Association today along certain lines, and I want to give you some facts in substance pertaining to the railroad situation.

I have been following this matter for some time with great care and detail, and I am convinced that the present railroad situation is to some extent the result of what appears to me as a prearranged plan among the railroads to force the public into definite action along lines liberal to railroads. I don't blame the railroads very much for taking this attitude, but it should become a club in defense of the business interests of the country.

The railroads are not utilizing their cars properly. Louisville people have recently accumulated considerable amount of data in relation to the empty car situation. They have gathered a lot of data, including photographs, etc., of yards full of empty coal cars and other cars in Louisville standing idle indefinitely, with coal mines out of cars and able to work only a short time.

We do business in a small city where the railroad yards are limited in extent. For instance, some ten days ago we were in distress for cars, and my manager went down through the yards and side tracks and located twelve empty cars in one cut on one siding, belonging to the local railroad company, standing in idleness where they had been for some time. My manager went to the yardmaster and asked about these cars. The yardmaster said they were in bad order. My manager asked him if he would set the cars for us for loading if he, personally, would have the car inspectors here locally to examine the cars and pass them. The yardmaster said "yes." My manager took the car inspectors, had them examine the cars and they said they were in good order and gave it to him in writing. The yardmaster then, to carry out his word, set the twelve empties on our siding. They were all company cars and all in good order without a nickel's worth of work. The superintendent came here just after the yardmaster had set the twelve cars on my siding for loading, and he called him in and wanted to know what he meant. He told him that we had had these cars passed and he couldn't help himself and had set them in for our loading. The superintendent said: "Now, here, it won't do to set all these cars for Stimson; we must divide them and give some to someone else." And since that we had had no trouble in going out and finding plenty of empty system cars standing idle for all the shipments we could move. It is only because the yards are limited and we know the conditions and can watch when empty cars are set there and idle, and then go and ask for the specific cars for loading.

I am giving you this to suggest to you the idea that there is a purpose behind all this, and the purpose is to force the public to the point of a radical advance in freight rates on the theory that the railroads haven't the equipment to move the freight, and I think that with due investigation and search this condition will be found to prevail in every local center. I may be giving you information that will cause the railroad companies to move the empties to some other place where shippers are less diligent, but my purpose is to state a fact to you that I firmly believe exists, and that is being worked for definite purpose, and I am endeavoring to give you this information for the general benefit of the public.

There is no question in the world but that this condition exists and has existed here for some time, and I can see no reason for such actions other than the one mentioned in my letter herein, and I only want to present it to you in a statement of fact, as I know it to be, and as I have experienced it, and as I can prove it, in order that you may be able to transmit the information to the shippers throughout the state in a manner that they can perhaps take some advantage of, or, in other words, I want to give it to you for exactly what it is worth.

In my judgment this is an element of evidence that should be presented

to the Public Service Commission in Indiana as well as to the Civil Service Commission. It seems to me that through the gathering of definite and correct information along these lines the shippers may be able to counteract the threatened freight advance, for it does seem to me that the railroads are stopping over a little along these lines, and that they are making some serious mistakes that should at least react against them.

Honey Locust for Wagon Felloes

There is no report that honey locust has ever been made into wagon felloes, but there are possibilities that might be worth looking after.

Wagon makers who do business in the southwestern part of the United States go to much extra expense to procure Osage orange felloes for that hot, dry region. This is used because of its small tendency to shrink. Tires remain tight all summer in that desert country. The wood shrinks so little that tires remain in place under conditions which speedily prove fatal to wheels with oak felloes.

Why will not honey locust do as well as Osage orange for felloes? Tests show that it shrinks even less than Osage orange. It is very strong, hard and is slow to decay. It is more abundant than Osage orange and ought to be cheaper. Trees attain larger size and trunks are of better shape than Osage orange.

The locust grows from Pennsylvania to Nebraska and southward to the gulf coast. It has been greatly extended by planting since the settlement of the country. Trees grow rapidly, and if experience shall prove that the wood is suitable for felloes, an adequate supply will be assured.

Osage orange felloes are unsatisfactory on rocky roads because of the unyielding character of the wood. It breaks under heavy jolts. Honey locust is much more elastic and it might stand up under jolts which break the Osage orange. It rates thirty per cent higher than Osage orange in elasticity.

Annual Output of Crossties

Purchases of crossties were smaller in 1915 than in other years. The total number bought by all classes of purchasers was approximately 121,402,611. The inquiry covered steam railroads, electric railways, and light, heat, and power companies. No attempt was made to determine the prices paid for crossties, or the number of ties laid in new track, or to show separately the number of hewed and sawed ties purchased.

The information was obtained by the Forest Service entirely by means of correspondence; and the total number of ties reported by the purchasers of all classes who sent the information requested was 97,106,651. The estimated total of all purchases was obtained in the following manner: The actual number reported by steam railroads was 88,498,655. The mileage of roads so reporting amounted to 78.46 per cent of the total mileage of the country. Assuming that the non-reporting roads made purchases in proportion to their mileage, or 24,295,960 ties, the total for all steam railroads amounted to 112,794,615. To this is added the number purchased by electric railways and light, heat, and power companies, or 8,607,996, and the grand total for 1915 is estimated to be 121,402,611.

The purchases by species, actually reported, are shown below, for 1915:

White oak.....	32,461,555	Western larch.....	1,251,304
Red oak.....	16,872,326	Beech.....	1,173,190
Southern pine.....	14,115,681	Maple.....	1,069,547
Douglas fir.....	6,950,910	Hemlock.....	859,662
Cedar.....	5,122,103	Redwood.....	563,685
Chestnut.....	4,548,352	Gum.....	485,466
Cypress.....	4,478,612	Birch.....	465,815
Eastern tamarack.....	2,606,794	All other.....	1,361,694
Western yellow pine....	1,402,836		
Lodgepole pine.....	1,316,819	All kinds.....	97,106,651

During 1915 crossties to the total of 37,085,585 were given preservative treatment in the United States.

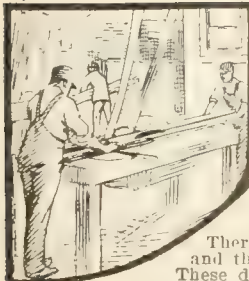


Figure Due to Twisted Grain

HU MAXWELL



Editor's Note

There are a few well known figures in wood which are almost wholly dependent upon direction of grain and the angle at which the saw or knife cuts the grain. Such are birdseye, wavy, curly, and smoky figures. These differ among themselves, but the cause that produces all of them is a peculiar reflection of light from distorted wood fiber. These figures are quite common in certain woods, like maple, walnut, ash and redwood, and less common with others. The causes of the distortion of grain, which produces the figures, is known in some cases, while in others there is considerable doubt and contrary opinion.

ARTICLE NINE

Several figures in wood are due to distortion of grain. These figures are known as birdseye, curly, cloudy, smoky, and some others. They are largely independent of growth rings, medullary rays, and abnormal deposits of coloring matter. The grain of the wood, because of some accident, peculiarity, or freak, does not lie in a normal position and for that reason reflects in an unusual way the light that falls upon it and thus produces the figure.

The word "grain" as applied to wood is here used in a limited sense. It does not mean rings, it does not mean pores, it does not mean rays, but it means fibers, those elements of wood which ordinarily run up and down the tree trunk. If they are visible, they look like minute splinters. They run up and down in "straight grained" wood; they cross and interlace in "cross-grained" wood; and in "twisted" or "curly" grained wood they take a spiral direction. This is the grain which is concerned in several common figures valued by woodworkers. If they run straight up and down, they produce no figure; but if they bend to one side or the other, they may interrupt the normal reflection of light from the surface, and thus produce figures.

THE BIRDSEYE EFFECT

The most important and familiar figure of this class is known as birdseye, which is a descriptive term. It is not necessarily a maple figure, for it is found in a number of other woods and probably it occurs occasionally in every one. It is best known in maple because this is an abundant timber and in wide use. Considered tree by tree, birdseye is as frequent in some other species as in maple, and in the silverbell tree it is much more abundant.

Peculiar notions and erroneous opinions prevail as to the cause of birdseye in wood, and these are not confined to ignorant people.

Some of them are found in books by writers of ability. Nearly two hundred years ago a Virginian writer who said many interesting things about geography and natural history, stated that birdseye maple owed its existence to holes pecked in the bark by parakeets (a diminutive parrot then plentiful in Virginia but now extinct there); although this bird's beak was hooked and it could not have pecked a hole through maple bark if its life had depended upon it.

The notion is quite common that sapsuckers are responsible for the birdseye figure. These birds peck numerous holes in maple bark, partly to drink the sap that collects there, and partly to catch flies attracted by the sweetness. The sapsucker perforates the bark of apple trees more thoroughly than maple, yet birdseye applewood is not often mentioned.

Some woodsmen attribute birdseye figure to the action of frost, but without attempting to explain the modus operandi. Others find the cause in lightning; but explanations are not offered.

There should be no question as to the cause of birdseye figure. Adventitious buds are held to be responsible. These buds are hidden beneath the bark and are unable to force their way through it. There is no definite information as to the length of time the buds remain alive, but there is no doubt that they often originate while the trunk is small and remain a disturbing factor until the tree attains large

size. Thus a particular birdseye that occurs on the surface of a large trunk may often be traced, by removing slice after slice of the wood, nearly to the heart of the tree. The same cause continues to duplicate a particular birdseye figure for a hundred years or more, whether it is due to one bud surviving so long or to bud succeeding bud in the same place year after year, and always remaining beneath the bark. Huron Smith, former dendrologist of the Field Museum, Chicago, dissected the buds from birdseye and burls, as a surgeon would dissect out a nerve or vein from the tissues of a muscle.

Anyone with a birdseye log and a few tools can perform interesting operations. Cut down through the center of a birdseye figure with a saw, from the surface toward the heart, and polish smooth the exposed surface. A cross section of the figure is thus revealed, and the bending aside and distortion of the fibers are shown, year by year, each season's being a pretty fair replica of what grew the year before.

THE DEFLECTED FIBERS

In making such a study a magnifying glass will assist in observing several interesting things. The fibers are forced aside to pass round the obstacle. They bend this way and that, but succeed in passing, and in so doing they reflect the light from different directions, and that produces the figure effect.

The birdseye of silverbell is at least as artistic as that of maple. It is composed of more finely-colored wood; but it has not usually been found satisfactory, because the centers of the eyes are liable to drop out, when the wood is sliced as veneers.

Yellow poplars in the sappling stage, from six to ten inches in diameter, are liable to have birdseye wood, but it is not attractive, and the trunks apparently overcome the distortions as size increases. Where pulpwood cut-

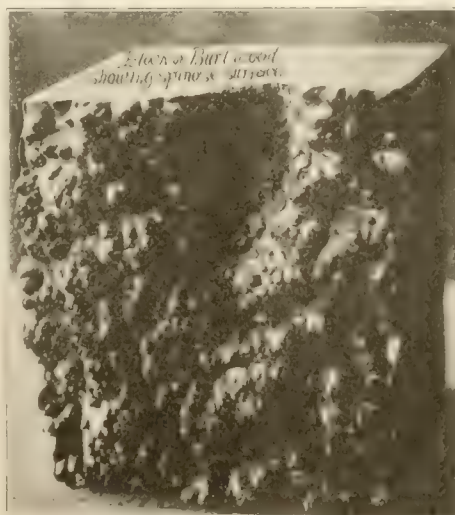
ters are operating in stands of sappling yellow poplars, and peeling the trunks, the frequency with which specimens are seen with surfaces embossed with small, sharp-pointed protuberances, shows the prevalence of birdseye growth in this species.

The wood forming a birdseye does not differ much in color from that wholly outside. The difference is in luster.

THE BURL FIGURE

The burl in wood might be described as a compound birdseye. That definition would need to be modified in some cases, for it is not always easy to distinguish between a burl and other kinds of excrescences. There is a pretty large family of knobs, lumps, knots and abnormal growths occurring on the trunks of trees, and between some of them there is no close relationship either in origin or structure. All are probably due to obstructions of natural growth, and to the tree's efforts to heal a wound, occlude an irritant, or expel an enemy. They may be caused by burns, bruises, cynips, and buds beneath the bark.

It is only the burl caused by adventitious buds that calls for consideration in discussing figured woods. Such is the walnut, ash, and redwood burl, the three most important in this country from the woodworkers' standpoint. Veneers sliced across such burls are often very fine. There are clusters of multitudes of birdseyes, intertwined



BURL OF BLACK WALNUT

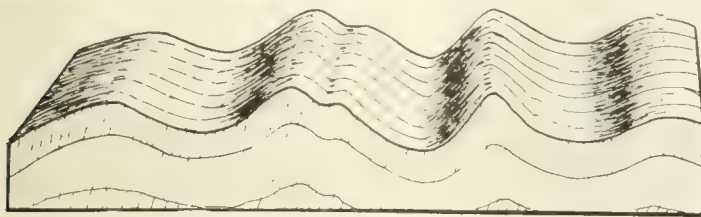
Masses of suppressed buds cause the excrescence and produce figure by distorting the grain.

with bands of distorted fibers. These figures are often highly colored, especially in walnut, and the real birdseyes are somewhat obscured.

Solid burls are used as well as the veneers sliced from them. Walnut is usually sliced, and ash quite frequently, but in California the enormous redwood burls are generally manufactured into woodenware and novelties, such as breadboards, fruit trays, nut bowls, lamp stands, and small articles of furniture. Burls six or more feet in diameter are taken from the enormous redwood trees on the coast of northern California. The large surfaces of figured wood that may be cut from them are excelled nowhere.

The ash burl is usually small. Old time furniture makers, who worked by hand, liked to employ small panels of such ash.

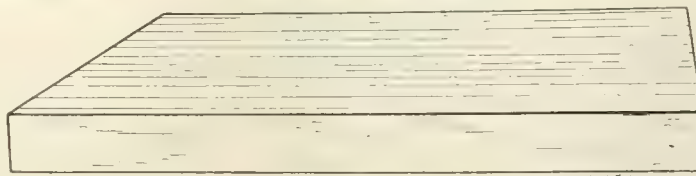
The black walnut burl is more familiar than any other. The figures are usually a combination of birdseye effects and differently-colored streaks and bands of wood.



WAVY REDWOOD FIGURE

This figure occurs also in ash, chestnut, maple, cypress and occasionally in other commercial domestic and foreign woods.

Abnormal buds cause burls; not one bud, but clusters and masses of them. In the case of walnut they frequently develop in a band or zone around the tree's whole circumference. That produces a burl shaped like a door-knob, and the tree's trunk has apparently grown up through the center of it. However, the trunk was there first, and the burl is a later growth. Burls of that form on walnut are often at or near the surface of the ground. The ash burl is less regular in form, and in place of growth on the hole.



SPRUCE WITH STRAIGHT GRAIN

Curly, wavy, and bird's eye figures are impossible because light is reflected evenly from all parts of the surface.

CURLY GRAIN FIGURE

Considerable latitude should be allowed when one talks of curly grain and the figures developed from it. The figure cannot be very exactly defined. Sometimes the direction of the grain runs spirally round the trunk, at other times the fibers lie in waves or folds, like the letter S, with innumerable modifications. The grain of redwood may follow so many folds and convolutions that if a billet is split, the direct distance from end may not be half the distance if the exact surface is followed. Strange as it may appear, such redwood splits easily, the rift winding in and out among the convolutions.

The fibers constituting the grain may cross and interlace, which is notoriously the case with black gum (*Nyssa sylvatica*). Such a wood is difficult to split because the interlocking fibers must be broken. Black gum may be split when frozen through and through. Ice renders the fibers brittle and the force of the wedge breaks them. Black gum does not enjoy much reputation as a figured wood, yet some logs show nice figure if the fibers are cut in the proper direction, and considerable use is being made of the figured wood.

The figure of curly birch ranks high in beauty. The grain is distorted, but the folds or waves follow one another in regular sequence, and the figure repeats itself in a way to increase greatly the value of the wood.

Trunks of oak trees produce many excrescences, large and small, but the wood of such excrescences has no reputation for figure. It is shaped for mallets and mauls but not for panels. Repeated patterns are lacking, and little beauty can be brought out, no matter how highly the surface may be polished. The oak excrescence appears not to be due to concealed buds but rather to the nests and burrows of gall flies.

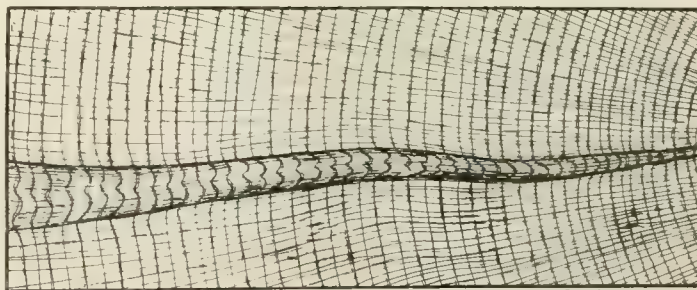
EFFECT AND CAUSE

In curly and wavy grain we have an effect that is visible in the figured wood, but a search for the cause of the wave, the curl, the spiral, and the twist is apt to end in disappointment. Several theories and explanations have been put forward to account for these peculiar distortions of growing wood, and it is not improbable that some of these theories have truth in them; but if any man knows why the fibers of the growing tree will lean to one side and grow round and round the trunk like a winding stair, or bend back and forth in recurring waves, the information has not been published so as to be generally known.

It cannot be held that environment does it, or trees side by side would develop the same grain; but it is known that such trees may be as different as if they stood a thousand miles apart. In some instances, at least, environment and accidents of growth have nothing to do with distorted grain. Let the chestnut tree illustrate. Its figure is not handsome because too coarse, but the distorted fibers of chestnut are somewhat peculiar. This tree grows from the seed and also from the sprout. A forester can walk through a chestnut woods where the trees may be one, two, or three hundred years old, and can pick out the trees that grew from seeds and likewise those which came from sprouts, and not make many mistakes. The trees from seeds have spiral grain, round and round the trunk; while the sprout trees have straight grain. There may be a few exceptions.

Here, apparently, the direction of the grain was determined before the seed germinates. No environment and no accident influenced it.

If that view may be accepted as a fact, it seems to put far back in a tree's ancestral history the causes governing the direction of grain and the development of figures depending upon grain. That, at least, appears to be the case with chestnut, and if true of chestnut, why not of other trees?



CROSS SECTION OF BIRD'S EYE FIGURE

The dormant bud that caused the distorted grain persisted during forty-eight years of growth, duplicating the figure year after year.

For the first time in a good many years, in fact since about the Civil war period, American shipyards have taken the lead over the British yards in shipbuilding operations, and the best of it is this is but one of the many lines in which our country is now standing out as a world leader.

The cost of burning mill refuse is a theme that has received serious discussion this year. That is well enough for the time being, but like the hungry boy with the apple, we should get to the point soon where there isn't going to be any refuse that it will cost money to burn up.

Some people may still claim that advertising is a waste of money, but even they will have to admit advertising campaigns have proven effective in putting a number of our native woods before the public in a light that means more business and better values.



Lumbermen—Look Forward!



Editor's Note

The following is an address delivered by Edward Hines of Chicago before the Northern Hemlock and Hardwood Manufacturers' Association in session at Milwaukee, April 27.

Fundamental facts must be reckoned with in whatever of consideration is given to any subject. Different viewpoints, the outgrowth of various opinions and too often vague theories, unfortunately, not only retard progress but render a really intelligent discussion of a subject, if not well nigh impossible, at least indefinite and leading away from satisfactory and successful conclusions. Of the many illusions under which the manufacturers of lumber have suffered greatest harms during the past decade, none have been so harmful or so injurious to our progress as the one conceived in the too general belief that individual effort counts for as much to the welfare of the industry as the co-ordination of interests. Selfish interests opposed to co-operation of all interests; subordinating the good of the institution to individual desires and the greed for individual aggrandizement have, from the beginning of time, interrupted progress and destroyed opportunities. To accomplish the desired end it is of the utmost importance that the majority be followed by the minority.

The problems that confront the manufacturers of lumber today, are largely fraught with elements that have always prevented the advancement to which the industry is rightfully entitled. A too apparent disregard for essentials and a quiescent mental attitude that has threatened to become a permanent condition of the mind, coupled with a general tendency to reject anything that is new and away from the traditional customs of more or less doubtful value, have conspired to render the solution of our difficulties, troublesome and annoying rather than pleasing and gratifying.

General conclusions are too often drawn from too small a number of observations, and from an exceedingly limited knowledge of actual conditions. Failure to comprehend actual facts and the tendency to be misled by theories and impractical ideas are quite as detrimental to our success as that smug confidence in which so many of us repose, satisfied that we have accomplished all that is our's to accomplish, and all that it is possible to do. The inertia of minds at rest; the inclination to stubbornly defend older ideas because at some time or other in the past, they have yielded profit, notwithstanding their apparent uselessness in this generation, and the failure to respond to a renewed and more lively interest in the prospects of our industry for the future, are every one of them elements that we must meet with determination and strenuous opposition if we expect to succeed in our efforts to establish our undertaking on a level with other great pursuits in the world's commerce. I cannot too strongly impress upon you the necessity for taking your association work more seriously. There is so much to be accomplished, so much to think about, and so much to do, that while the task seems sometimes to be gigantic and almost insurmountable, nevertheless the duty is ours to perform, and there can be no reasonable excuse for our shirking it or attempting an evasion of our responsibilities. Instead of shooting at pink snakes and purple toads, let us direct our aim at something more tangible, something really more vital to our well being as an industry. History tells us what has happened, in the past but not the future, and it remains for us to help mould the future and shape our destinies with a view to knowing what the future shall be. Whoever accepts the past for a guide must expect to be led backward. The world has profited slightly indeed from the resurrection of old records—its astounding benefits have come through the exploration of unventured spaces and the exploitations of unobserved opportunities. Civilization's coat-of-arms



EDWARD HINES, CHICAGO

is marked with the surveyor's transit, the mariner's compass, and the scientist's test-tube. The barriers in our way have yet to prove too great for courage and reason.

In our contemplation of the future and what it shall reveal to us, as to the permanency of values of our products and how best to attain that permanency, we must carefully consider the present conditions, what has brought them about, and how they compare with added costs of production, and watch and heed the future that affects our costs and probably future increases. These added costs of production are elements too for future reckoning in that they may or may not fluctuate in proportion to the market fluctuations of lumber. The recent enhancement in prices of quite every item of lumber of all kinds, has come about through a combination of circumstances that renders it difficult to even guess what may happen in the time to come. We can only fortify ourselves with facts as they are presented to us, and by making such comparisons as are necessary to enable us to arrive at a practical solution of

what we must do to avoid past errors and future complications. In my investigation of existing conditions I have been impressed with the astounding array of cost of materials that have increased our costs of operation far beyond any figures I have considered possible. And in my preparation of comparative costs, relative advances in prices, etc., of the various commodities of commerce, I can but feel that whatever of advantage may have accrued to the benefit of lumber, has been decidedly small by comparison with those that have affected nearly every other known product.

A careful consideration of these advances shows a startling appreciation on some articles, a very marked advance on others, and relatively a modest advance on lumber and woodwork. They show conclusively, that lumber is not high in price, by comparison with almost every other product.

For instance, pig iron has advanced since 1914 about 400 per cent; copper, 115 per cent; 26 grades of metal, 107 per cent; canned goods (where they can be had), 100 per cent; lard, 100 per cent; wheat and flour, over 100 per cent; wrapping paper, 82 per cent; glass, 80 per cent; coal, from \$3.40 to \$6.50; lumber, 15 per cent; woodwork, 15 per cent; woods labor, over 100 per cent and less efficient; mills and yards from \$1.75 to \$2.50.

From this you can see that lumber and woodwork have not attained the distinction of having reached to the general level of values of other products.

Of the numerous items of supplies, provisions, etc., which manufacturers of lumber must use in their operations, I have found that the average advance in cost by comparison with figures that prevailed in 1914 is about 75 per cent, for instance:

Mill brooms that cost			
in 1914	\$ 4.50	per doz. now cost	\$ 7.00
Beltling	1.73	per doz. now cost	3.46
Babbitt	.05 1/2	per doz. now cost	.10
Machine bolts	1.68	per doz. now cost	2.69
Riveted chain	.20	per doz. now cost	.42 1/2
High speed P. M. knives	.24	per doz. now cost	.75
Lath twine	7.00	per doz. now cost	21.00
Nails	1.88	per doz. now cost	3.94 (and advancing)
Hexagon nuts	4.50	per doz. now cost	9.00
Pulleys	3.20	per doz. now cost	7.68
Band saws	73.60	per doz. now cost	110.40
Rope	10.75	per doz. now cost	24.27

General food provisions have averaged from 75 to 200 per cent higher, notably beans from \$2.80 to \$7.50, flour \$4.50 to \$9.30 and up, potatoes 60c to \$2.00, and so on.

You are all familiar with the increased labor costs. In the woods in two years, about 100 per cent and with at least 25 per cent less efficiency, the average extra costs running around \$4.00 per thousand feet. At the lumber plants labor has gone up about 50 per cent—skilled help 10 to 15 per cent.

If we are to hold our own, maintaining values at a level commensurate with those that we must secure in order to show a fair value for our stumpage with added costs of operation, taxes, interest, depreciation, overhead charges, and last but not least, the risk of the elements, destroying in many instances millions of feet of timber by the ravages of wind and fire, we have indeed a problem, the solution of which will put to the test our best efforts and our most intelligent co-operation. There must also be a better understanding of the opposing forces that are sure to compel our attention, once we return to a more normal level of business conditions. Temporary advantages such as we are now enjoying, cannot be made enduring without a broader and more liberal intercourse and a more confiding and less restricted understanding as between the widely diversified interests of our industry. The weaknesses that disrupt closer relations between the various elements of so great and vast an undertaking must be eliminated root and stem, and there must come an harmonious blending of all these elements.

Willows are weak but they bind the fagot. There is mighty little strength in a single unit or of many units acting without the singleness of purpose that characterizes the success of any project or undertaking. Harmoniously blended in unison and of one accord, they securely weave their great influence throughout the web and woof of our commercial life and firmly bind the object of our efforts with irresistible and irrepressible solidity.

Of the many splendid opportunities that present themselves for our careful thought and consideration, as offering inducements to our better conception and understanding of these opportunities, witness the recent return of a world-wide demand for wooden ships—of a type long since discarded but now deemed to be useful again since the demand for tonnage is so much greater than the supply. On both the Atlantic and Pacific coasts, shipwrights who learned their trade a generation ago have come back to work with mallet and adze, trimming the frames of wooden ships. Who shall say that this resumption of activity in this industry may not foretell a long and useful career for wooden ships, and the amount of lumber required in this new channel is beyond our conception, and is bound to have its effect on all kinds of lumber values.

In recent years, the new type of wooden block pavement, made of creosoted wood, has found a place as a practical utility for purposes of serving a public need for a better street pavement. There has been some concerted effect on the part of manufacturers of lumber here and there, to create a favorable public sentiment for this useful material, but it has not gone far enough; it has not penetrated beyond the ephemeral popularity of a new product, and the real value of its suitability has not been revealed to the layman who needs to know facts before he becomes thoroughly interested. This also furnishes food for thought for the future in considering the demand for common lumber.

In the twentieth century demand for fireproof construction in buildings, there is open a field of great possibilities for us in educating architects and engineers to the larger use of wood in the erection of a type of slow-burning construction that answers to every practical demand for the ideal fireproof building. Some effort has been expended in the direction of educating the public to the excellence of this class of buildings, but in this too we have not progressed as the exigencies of the situation demand.

Doubtful results have been attained in the substitution of steel for wood in many types of cars and I am not so sure that railroad officials have not concluded to discontinue entirely, the use of steel in a great many instances. Granting that obviously good reasons exist why, in certain parts of car construction, steel is preferable to wood, by the same token, wood should replace steel in other parts and it is our duty to ascertain the facts and present them in a practical way for

a more logical selection of materials that shall hereafter be used in this work. There will shortly be an enormous amount of material used for constructing new cars and repairs, to relieve the unprecedented shortage, and we are certainly entitled to our share of this business.

Many other examples of substitution of materials for wood and wood products may easily occupy our valuable time in our efforts to get at the facts pertaining to these substitutions. There are good and sufficient reasons why concrete serves numerous and useful purposes to the exclusion of wood; but there are likewise correspondingly good and valid reasons why wood should retain its safe estate in many instances, where previously it has been misplaced without good cause.

While we have had some information that the high costs of general building material that have been in effect during the past year, and the very recent talk of some slight advances on lumber as compared with other commodities lumber comes in competition with in the building line, that it would affect and retard building in the larger cities, particularly of a speculative character, flat-buildings, the cheaper class of homes, etc., it is true only to a limited extent, and probably in the larger cities it has affected trade as compared with a year ago from 15 to 25 per cent, but this must not be given too much consideration as we have found in many instances that the increase has been most marked, for instance towns like Lorain, Ohio, several hundred per cent over a year ago, Youngstown—and Akron, where industrial concerns are building several thousand houses. In addition to that, the tremendous amount of money in the rural districts and apparent crop prospects will further stimulate and bring about further returns in home deposits, the farming community, the smaller town communities must have more money to build with now than ever before, so that the year of 1917 should show as much if not a greater volume of building than ever before, and when you consider the enormous number of new boats being built, for ocean service, lake service, and river barges, for transportation of coal and other commodities, the amount of lumber which the government will use for construction of barracks, together with the increased mining necessarily taking timbers and other lumber; the increased building of factories and enlarging of others, in which to manufacture the many products formerly brought here from Europe, which will also create an enormous demand for crating material—the industry has every reason to look forward to a greatly increased volume in shipments, and a materially less production in all lines necessarily creating a shortage in the actual stock on hand, as each month will show this year.

In the marketing of our products there has been all too little real sagacity shown, and unfortunately the sales end of our business has not kept pace with the activity displayed in what may truthfully be said to be twentieth century salesmanship. A dilatory consideration of the need for more intelligent direction of this extremely important department of our business, fully justifies criticism and censure, and I am hopeful that a more intensive effort and a keener perception of the need for improvement in this department may soon eventuate.

The evolution of ideas defying traditional fallacies and replacing ancient and timeworn customs with modern and down-to-the-minute twelve-cylinder activity, promises the solution of our difficulties. Events of the past few years have disclosed the urgent need for reforms and the stern necessity for the zealous pursuit of precepts that make for the general betterment of the industry. Strength lies in the fortifications against intrusion and invasion, and to secure such strength we must forget personal aggrandizement and work for the general betterment of our industry as a whole.

The sawmill man with a dry kiln can not only market his lumber more promptly during the rainy season than the man who depends upon air drying, but if he handles it right he can turn out lumber in nicer shape, and he is always in a position to get rid of paying freight on the moisture in only partly dried lumber.

Good piling sticks are worth while on any lumber yard, and since dry sticks are preferable to green ones, taking the trouble to make good ones will do much to insure their being taken care of and used after they have become dry.



West Virginia Logging Costs



HARDWOOD RECORD recently received from a West Virginia operator an interesting letter and some interesting data relative to costs of stumpage and operation in West Virginia. The letter is as follows:

Editor HARDWOOD RECORD: Replying to your letter of the 6th, beg to state that I have made many figures on the cost of manufacturing such hardwoods as are produced in the state of West Virginia, and we are all aware of the fact that it has been a great puzzle to the manufacturers to know how on one job they would lose money and on another make money when the labor was practically the same as to efficiency and cost, and the average sales price was the same.

It is my contention that there is not one manufacturer out of a hundred that realizes the relation in costs between manufacturing logs of different diameters (or sizes), and for the ninety-nine that are in the dark I would like to open up a correspondence through the columns of HARDWOOD RECORD with certain concerns that may feel inclined to help their friends to fully understand this very important question.

After the information had all been gathered and certain facts as regarding manufacturing had been obtained from these different concerns, then we could compile a write-up drawing definite conclusions as to how to handle logs of different sizes.

The writer has all these figures and this information worked out in his own mind, but the thing of proving it to the public and to the manufacturers is a different question, and that is why I would desire to draw others into the argument in order that proofs may be established to confirm my own figures.

A few days ago I told one of our neighbors here that it would cost him \$25 to \$30 per M feet to produce lumber from logs 50' and under scale to the log, which class of logs average about 35 feet. He stated that I had better learn something of the lumber business and avoid making such breaks as that. He further stated that it was impossible as he only realized about \$17 to \$20 per M on the market out of his ties which come from that class of oak.

Every lumberman of course is willing to concede that it costs more to manufacture small than large lumber, but the trouble of it is he does not know where to draw the line—the fact of the case being the line is not where the manufacturers suppose it to be in ninety-nine out of one hundred cases.

When you find a few manufacturers who have made a phenomenal success in the lumber industry, it is usually due to the fact that they happened to fall into the methods that brought the desired results, and though the managers of most of these concerns are boosted for their management, yet they do not know the real answer.

Another interesting thing along this line is the fact that twelve to fifteen years ago when lumber was less value on the market, and yet when timber sold at the same price as today (approximately \$4 to \$5 on the stump), the average lumberman made as much per 1,000 feet profit on his product as today. As lumber has increased in value from year to year since that time, then should not our margin of profit be greater today than then? The answer is not "labor conditions." There is a definite reason. As the price of lumber went up the manufacturer was inclined to cut smaller and smaller logs for his mill, rather than to make them into hewn ties until they cut as low as 12 inches at the stump, which is an outrage when one knows the real facts. While he figured that the manufacturing cost on the smaller logs would be something (?) he makes the wild guess and puts it at anywhere from fifty cents to \$1.50 owing to the diameter at stump that he cuts down to, of course figuring it from the old basis of 18 inches at stump being the smallest size to cut. This manufacturer never dreamed that the manufacturing of these smaller logs would cost him eight or ten times the amount he figured—BUT IT IS SO.

Had we never changed from the old 18-inch-at-stump basis and used the smaller timber for other purposes, and for which purposes it is not hard to figure a good profit, the lumberman of today would be making a large average profit, or else the cost of lumber to the consumer would be much cheaper than it is now necessary for the manufacturer to sell in order to come out whole.

If some enthusiasm could be brought into this subject through the columns of HARDWOOD RECORD, it will open up some facts that will be of universal value.

Following the letter are some interesting figures to represent actual reports made on certain log jobs by the writer of the letter. They refer to actual operations and are presented herewith with the letter for comment by the manufacturing trade:

One job referred to showed logs averaging 100 feet from trees 12 inches and up at the stump. For this costs given were as follows:

Felling	}	To loader, covering depreciation on equipment.....	\$ 6.00
Slipping			
Skidding			
Loading	}	Covering equipment depreciation.....	3.00
Hauling			
Storing			
Sawing and sticking (covering dock and mill cost and depreciation)			3.50

Handling and loading (covering inspector and siding depreciation, etc.)	1.50
Stumpage	4.00
Total	\$18.00
Overhead safety	1.00

Cost on cars.....\$19.00

These figures are made on what stumpage was said to be worth at sale, \$4 for 12 inches and up, and \$5 for 15 inches and up.

Another item refers to a batch of 830 logs containing 50 feet and under, and 1,371 logs over 50 feet. It says:

"Counting that it takes same labor to handle two logs 50 feet and under as it does one log 50 feet and over, it costs then on ——— job at \$6.75 per thousand, 84 cents each for logs over 50 feet and 84 cents for two logs under 50 feet."

On this basis the 50 feet and over logs cost \$6 per thousand, and the 50 feet and under logs cost \$11.60 per thousand, these charges covering amount paid to logging contractor for cutting and skidding on the basis of the number of logs shown above.

The writer maintains that the logger cannot cut 200 logs 50 feet and under at the same labor as 100 logs 50 feet and over. He says that slipping is almost as expensive on small as on large timber. Figuring on prices shown on this item, he figures \$12.50 for labor and \$5 for stumpage, making a total of \$17.50 as cost on cars for logs averaging 150 feet and running 50 feet and over, whereas with stumpage charge at \$4 and labor \$26, the total cost of logs 50 feet and under, averaging thirty-six feet, would be \$30 on cars. Thus he strikes an average of a total of 18,000,000 feet on the boundary containing 3,000,000 feet of small stuff of \$19 as cost of logs on cars. Based on these figures the writer arrives at the conclusion regarding this tract that if all of the trees, large and small, were cut—that is, the total of 18,000,000 feet—the average cost being \$19 on cars, and the average selling price \$20, the profit would be \$1 a thousand, or a total of \$18,000, whereas cutting only large logs—that is, representing 15,000,000 feet—at a cost of \$17.50 and a selling price of \$20.50, there would be a gain of \$3 per thousand, or \$45,000. Thus there would be an extra profit, according to the figures, through cutting logs only 15 inches and up of \$27,000.

Figuring, then, that the remainder of the stuff can be made into ties, the proportion would show a profit of \$53,000 through this manner of cutting, whereas the profit on cutting 12 inches and up, putting it all into lumber, would be but \$18,000. He figured, also, that the output in handling the bigger logs would be greater through eliminating the time on handling small logs so that the job could be completed much sooner.

He concludes, regarding this operation, that his company could not bring out logs 50 feet and under and saw them on a large mill without a loss of such logs that would detract from the gain on the large logs.

The writer then goes on to give some summaries on specific jobs and gives the following conclusions:

Logs under 60 feet cannot be cut, skidded and sawed except at a heavy loss, and must be left in the tree, and if profitable, made into hewn ties. Logs 60 feet to 105 feet for car stock and switch ties and 6x8 ties cannot be cut, logged and sawed profitably on a large mill, and should be selected from the larger logs and sawed on small mill with a crew of four to six men, with no inspector and as little overhead as possible.

Logs 106 and over average 180 to 200 feet can be sawed most profitably on a large mill if the quantity is sufficient.

Detailed figures are thus given as to actual costs of logging on certain jobs according to the size and class of the logs. One job where the logs averaged 105 feet of all sizes, cost \$6.50; another, logs 60 feet and up, average 140 feet, cost \$5.50; 106 feet and up, average 200 feet, cost \$4.50; logs under 106 feet, averaging 60 feet, cost \$8.00; logs under 60 feet, average 35 feet, cost \$11.50.

Figures are given for getting out hewn ties from trees 16 inches or 17 inches and under at the stump, per tie, 35 cents, with an additional 5 cents for loading.

He gives the following table, showing actual averages on logs cut on a number of operations in West Virginia:

Logs 60 feet and under class, average 35 feet.
Logs 60 feet to 105 feet class, average 80 feet.
Logs 106 feet and up class, average 200 feet.



Ship and Cantonment Requirements



As might well be expected, the softwood forests will occupy the most prominent place in supplying timbers and lumber for immediate war needs. But the aggregate of hardwoods going into government uses, primarily the construction of wooden ships and troop cantonments will be an immense and an immediate outlet for mill supplies. The two needs must be considered separately.

In the construction of wooden housings for the new armies the primary purpose was to select species most easily and cheaply available. Hence in all the divisional regions except the east central states softwoods have the call. In fact war department plans do not mention hardwoods in any instance. The lumber committee, however, suggested No. 3 square edge hardwood strips in five instances to take the place of coniferous woods for flooring. The use of hardwood in that way was suggested for New England, New York and Pennsylvania, Atlantic coast (Pennsylvania to Georgia), Gulf States, and Great Lakes region.

The War Department plan gives the following list of hardwoods available for cantonments in the east central states:

Item	Board ft.	Dimensions	Finish	Purpose	Hardwoods Available in East Central States
1	105,044	1 1/2 x 1 1/2—random lengths	S4S	Window strips	No. 2 Com. yel. poplar or cottonwood
2	330,791	13/16x6—14'	S1S	Roof ties	Sound and SE yellow poplar; sound wormy chestnut
3	5,228	13/16x10—14'	S4S	Wash-room shelves	Sound and SE yellow poplar and oak; No. 1 Com. wormy chestnut
4	153,624	2x4—10'	S2S1E	Studs and girts	Sound and square edge yellow poplar or chestnut
5	41,704	2x4—12'	S2S1E	do.	do.
6	1,161,719	2x4—14'	S2S1E	do.	do.
7	196,136	2x4—16' (8' accepted)	S2S1E	do.	do.
8	14,556	2x4—18'	S2S1E	do.	do.
9	1,110,790	2x6—10' (8', 12', or 16' accepted)	S1S1E	Floor joists	do.
10	4,956	2x6—12'	S2S1E	Hangar frames	do.
11	584,332	2x6—14'	S2S1E	Rough Sills (doubled)	do.
12	123,488	2x6—16'	S1S1E	Shed rafters	do.
13	20,448	2x6—18'	S1S1E	do.	do.
14	1,280	2x6—20'	S1S1E	Shed frames	do.
15	1,056	2x6—22'	S1S1E	do.	do.
16	52,026	2x8—10'	S1S1E	Shed rafters	do.
17	832	2x12—16'	S4S	Shed frames	do.
18	4,536	3x6—18'	S4S	do.	do.
19	94,660	4x4—10'	S4S	Barn frames	do.
20	38,048	4x4—12'	S4S	do.	do.
21	336	4x6—12'	S4S	do.	do.
22	7,280	4x6—20'	S4S	do.	do.
23	237,960	6x6—6 to 20'	S4S	Ground posts	Sound and square edge chestnut or white oak; chestnut or locust posts—6" diameter
24	16,848	6x6—16'	S4S	Assembly hall supports	Sound and square edge yellow poplar or chestnut
25	1,296	6x6—18'	S4S	Hangar frames	do.
26	14,280	6x6—20'	S4S	School frames	do.
27	14,124	6x6—22'	S4S	do.	do.
28	5,760	6x8—30'	S4S	Hangar frames	do.
29	6,144	6x8—32'	S4S	do.	do.
30	2,263,762	13/16x6, 8, 10, or 12—8' to 20'	S1S	Siding	Sound and SE yellow poplar or cottonwood; No. 1 Com. wormy chestnut
31	565,940	3/4, 1 1/4, or 13/16x3—8' to 20'	S1S2E	Battens	No. 2 Com. (dressed strips) yellow poplar or cottonwood; No. 1 Com. wormy chestnut
32	3,313,686	13/16x6 to 12—random lgths.	S1S	Roofing	No. 2 Com. yellow poplar or cottonwood; No. 2 Com. wormy chestnut
33	1,715,264	13/16 x 2 1/4 to 6—random lgths.	D&M	Flooring	No. 2 Com. oak or No. 1 Com. black gum or chestnut flooring; C-grade tupelo flooring; or factory flooring of beech, birch or maple
34	5,000	13/16x4 or 6—random lgths.	D&M	Partitions	No. 2 Com. poplar or cottonwood or sound wormy chestnut

12,212,934 total.

The committee of practical lumbermen coöperating with the government suggests the following hardwoods to replace some of those listed by the War Department, this referring only to east central states:

1. To replace Nos. 30 and 31, above, without sheathing—	13/16x4 or 6—8' to 20'	D&M	Siding	No. 1 Com. yellow poplar flooring; No. 1 Com. wormy chestnut
2. To replace Nos. 30 and 31 above, with sheathing—	13/16 x random widths and lengths	S1S	Sheathing	No. 3 Com. yellow poplar or cottonwood; sound wormy chestnut
	13/16x4 or 6—8' to 20'	D&M	Siding	No. 1 or 2 Com. yellow poplar flooring; No. 1 Com. wormy chestnut

3. To replace No. 33 above—	13/16 x random widths and lengths	S1S	Floor lining	No. 2 Com. oak or No. 2 Com. yellow poplar or cottonwood; No. 2 wormy chestnut
	13/16x2 1/4 to 6—random lengths	S4S or D&M	Flooring	No. 2 Com. oak or No. 1 Com. black gum or chestnut flooring; C-grade tupelo flooring; factory flooring of beech, birch, or maple; or No. 3 Com. square edge strips of oak, black gum, tupelo, beech, birch, or maple
4. For interior finish—	13/16x4 to 10—8' to 20'	S1S or 2S T&G	Ceiling	No. 1 or 2 Com. yellow poplar flooring; No. 1 Com. wormy chestnut
Hardwood strips to include oak, black gum, tupelo, beech, birch and maple.				

The above total of 12,212,934 feet of lumber shows the amount required in constructing the standard camp for 25,000 infantrymen. The lumber is all interchangeable as to species and grades in the different sections.

SHIPBUILDING

In the shipbuilding end the hardwoods needed are limited to those species whose peculiar qualities make them better fitted than any other woods. The specifications include wood needed for one ship, the total in each case for the standard ship being 1,381,792 feet. The specifications so far published include construction only on the Gulf and Atlantic coast. In purchasing the stuff will be bought only in complete units of one standard ship.

In explaining the specifications the committee says:

Material must be sawed large enough to surface down to net dimensions given.

Purchase and inspection of lumber will be by the government or under government supervision—inspection at the mill.

The following are the hardwood items which will enter into the construction of each ship:

Item	Pcs.	Size, inches	Length, feet	B. M.	Kind
Stern post.....	4	14x24	40	4,480	W. oak, net, select struct., S4S
Rudder post	1	16x18	40	960	do. S4S
Horn timbers	2	12x16	20	640	do. S2S
Shaft log	4	14x14	18	1,176	do. S4S
Flitch timber frames..	300	12x24	5	45,000	crooked w. oak, S2S
Rudder stock	1	wde. & up 18x18	& up 30	810	W. oak heart, highest grade S4S
Keel shoe	10	3x16	28	980	W. oak, net, sound
Forecastle & poop deck chock rails	10	6x8	20-30 180 lin.	720	W. oak, net, sound
Deadwood knees	2	16" thick-3" & 6" arms			

Already many private parties are either well launched in wooden ship construction or are making ready to start in the near future. It may reasonably be expected that the wooden ships constructed outside of the standard vessels of government construction will take about the same proportion of hardwoods. In addition the construction of steel vessels is in no way diminishing on account of the renewed use of wood. In fact it is being speeded up as energetically as is work on the new type. Large quantities of wood are used here also. Then there are the various types of war vessels and the myriads of small craft that are taking shape all over the country. In the latter case the quantity of hardwood increases in reverse proportion to the size of the boat.

Illustrating the immense part lumber will play in the war game, nothing could be more graphic than a recent statement by Charles H. Worcester to the people of the Michigan towns of Chassell and Ontonagon, where he operates mills. Mr. Worcester is a member of the lumber advisory committee of the National Council of Defense.

He said that barracks will require more lumber than fifty mills like that at Ontonagon can make; wooden ships will take the production of one hundred such plants, boxes for food and ammunition of a further one hundred, to say nothing of crating and boxes for shipping the hundred and one other necessary things and the lumber used in those articles.



Impressions in the Hardwood Trade



Derby Day

It was Derby day; there was a large audience; Churchill Downs was crowded with people. We sat back in the clubhouse and while in conversation with Smith Milton, president of the Louisville Hardwood Club, I was struck with the fact that the American people notwithstanding the serious war conditions and the possible hereafter, still looked with interest to see the result of the horseman's effort to win an American Derby. And with Omar Khayyam winning the 1917 Derby at Louisville, we were reminded of other war conditions inspiring the character for which this Derby winner was named instead of plain John Smith, who twelve months ago did the trick.

The motley throng which was anxious to invest in Paris mutuel tickets in order to win a bet on the Derby included a member of President Wilson's cabinet, who will counsel the recommendation of the purchase of three billion feet of lumber, W. E. DeLaney of the Kentucky Lumber Company, Lexington, Ky., and, by the way, over one billion feet of that lumber will be hardwoods, when they complete those 500 boats that Commodore Goethals will build.

DeLaney had all the dope from Lexington, but we noticed that either Doster or Atkins saw fame or Frank Fish of Chicago furnished him the money to get to Lexington on the special train.

Right in the center of the betting shed Bill Wilmot of the Lidgerwood diplomacy was a bit backward about visiting the Paris mutuel machines, but he was there in all his glory.

One of the longest men of the 25,000 present was Charlie Barnaby of Greencastle, Ind. That native son of Indiana seems to have as keen an interest in Kentucky horse races as in the white oak that comes from the mountains.

W. B. Burke of Charleston, Miss., and the Mrs., who had been spending a week at French Lick, came down for the day. The Mrs. and Judge Charlie Price occupied the most prominent place near the barrier.

Doster, who was flitting around looking for special information, asked Burke if he would like to split a ticket with him on the fourth race. Somebody said, "Why, Lewis, that race was run thirty minutes ago." At that moment he decided he better keep a little closer to Vice-President N. A. Gladding, giving him his first lesson in how to lose a two-dollar bill at the race track. Their emblem AAA is right at home on the grounds because the race horse that is "always ahead" generally wins the money.

Eddie Vestal of Knoxville, Tenn., who had been in attendance at the hardwood manufacturers' inspection meeting at Cincinnati, was interested in seeing the horses run, although he spent only a few hours at Louisville. Eddie had just as much fun mixing with the fifteen manufacturers down at the yard of Mowbray & Robinson at Cincinnati the day before determining what certain grades were. That reminds me, if there is any bunch of lumbermen, including the boys that inspect stock every day, that can agree on any one grade the same day, it would be kind of refreshing. In fact, it would save a lot of argument; the schools that have been in effect the last two or three years have had good influence. It has made the man who gets out the logs, saws the lumber, has to pay notes at the bank, etc., take a little more interest in the manipulation of the log in order to meet the new condition in the lumber trade.

Graham Brown of the W. P. Brown & Sons Lumber Company does not come to the track very often, although he lives in Louisville; he said one of those true things he puts over once in a while the other day. "You know when you win this money you think it is worth ten times as much as the ordinary dollar, but by the time the races are over it has already disappeared and takes a piece tally to discover where it has gone to." That brings out the observation to those of us who have occasionally seen the ponies run and noticed the people that follow them are happy, chipper and wearing new straw hats and good clothes today, but next week have lost their hats and clothes both and have faces on them as long as the moral law.

Claude Sears of the Edw. L. Davis Lumber Company, when a bunch of visitors dropped in on him on Derby day morning, said, "Oh, I am

too busy to sell you fellows anything, buy any lumber or do anything else; this Derby fever catches the crew and everybody else—all except the ladies in the office. A lot of plants shut down because it is easier to operate the mill half a day with a full crew than a whole day with half a crew." The Davis company was in the gunstock game. DeLaney brought down some information from the mountains that interested all of them. He said, "I believe gum will make good butts for rifles and in noticing the gun carried by the mountaineers I have had it confirmed pretty generally that maple is also a good substitute for walnut; it is illustrated by the fact that practically all the mountaineers in the Kentucky and Virginia country use maple gunstocks.

Uncle Sam Wants Boats

Clarence Mengel, president of the C. C. Mengel & Bro. Company, when asked about mahogany, said: "Well, we are doing the best we can; prices are high, logs are plentiful enough in Africa and South America, but when the government requisitions one boat and tries to convince you that shortly Uncle Sam will need the other boats, there is a little uncertainty about getting logs to your mills in America. After operating camps in these foreign climates for a few years, even a catastrophe like taking your transportation facilities away from you does not disturb you seriously, because it gets to be a habit—you expect it. There is much uncertainty in the mahogany business—the popularity of the wood, however, at this time and its place on the map is quite an inspiration to overcome difficulties of this character.

Barry Norman of the Holly Ridge Lumber Company was very keen to know what Uncle Sam's requirements are when it comes to bolt stock. He said, "In our Louisiana operations we have a fine bunch of timber and would take the best care of Uncle Sam's orders if he honored us with a requisition."

L. H. Wymond, the Poo-Bah of this company, spent a day or two at the mills, arriving home in time to get in just under the wire to see the big Kentucky classic.

Speaking about race horses, it is kind of hard on the Kentucky boys racing running horses to have a trotting horse man from Chicago, New York or everywhere come down with Omar Khayyam and take the honors away from them. However, it would not be an American Derby if Kentucky bred and owned horses always won the stake.

Prosperous, But More Interest Would Help

We sat for two or three hours at the weekly dinner of the lumbermen's club under the guardianship of President Smith Milton. The general discussion of economic and war conditions having a bearing on the Louisville hardwood trade was very interesting; the one thought that came out in the discussion was, "What is the matter with the automobile business? Has the admonition of President Wilson to economize had anything to do with decreasing the working force at the Detroit factories?" Some one brought out the fact that the government, owing to the necessity for building more steel boats, would probably requisition, if not take over entirely, some of the steel plants that are catering particularly to that automobile trade, and then Tom Christian of New Albany wanted to know if that would not reduce the volume of business in the automobile trade, which, by the way, has been very large in volume and good in price for a year or more. Christian is sales manager of the McLean interests. Will McLean of that company has been away on a business trip and did not turn up at the meeting, although it was a good meeting; a lot of youngsters on the job.

When I only saw half a crew at that dinner, I was reminded of that \$10 fine that was slipped in about twelve years ago when this club's constitution was written, requiring payment of \$10 by any firm that missed connections and did not come out to the meetings. It is about time that kind of a rule was put back and added to some associations which have a lot of back-sliding members who pay their dues but do not do anything to help push the work along.

Old faithful Mart Brown of the W. P. Brown & Sons Lumber Company was not present, but he had an excuse; he was down visiting the mills in Arkansas and Alabama.

The Expense Account

Neither Col. Kline nor Harry Kline of the Louisville Veneer Mills was present. Had a visit with the Colonel, however, and he stated that the figured gum veneer and panel business was never so good as at this time. In fact, both their veneer plant and panel business are working at maximum capacity and customers seem to be very much interested in getting more of the Colonel's gum. That brought out the thought that he registered the other day when he said: "You know now-a-days if you want to keep up with the times, if you do not know how to make an intelligent price on either a specialty like figured gum or regular stock, believe me, you have to know what it costs, for, like in mostly every other line, the increased costs have grown faster than the increased price." There should be a lot of good information brought out on this subject at the semi-annual meeting of the National Veneer and Panel Manufacturers' Association to be held in Chicago June 11-12.

That reminds me that E. V. Knight, president of the New Albany Veneering Company, New Albany, Ind., was about on Derby day trying his best to get rid of a few \$2 bills. I asked him how he distributed that class of expense, and he said: "I put this cost in under overhead; that seems to be the class to the heart and mind of every man who has a payroll and is trying to get profit out of the business he does."

L. P. Groffman of the St. Louis Basket & Box Company was approached on the subject of panels, of which his company is a large manufacturer also, and he said: "If the values were relative, the price of finished veneer and panels would be higher than they are and the man who is not checking his costs and basing prices on the present scientific basis is in danger of loss." I was particularly interested in this comment because he told of two or three instances of recent quotations where his firm and others who had asked a good round figure for particular stock they had to sell secured the orders over men who were willing to sell for less money. This illustrates that buyers know there is no use kicking about the price; what they want is service, and when they got it they are willing to pay the price. In fact, everything has advanced so materially that no man who buys raw material for making anything now-a-days, if he is not educated up to maximum prices it is because he is not putting himself right with the trade, because everybody expects advanced prices on everything they buy. Of course, we all know there will be a hereafter, but the man who goes ahead and does business instead of playing a waiting game now is going to have some profit out of this year's business.

You know with the stream of money that has been coming into America from all over the world the past two years, all have a chance to rub some of it off, and if you were to do your part in encouraging the buying of part of these six million dollars' worth of bonds you would be reminded that the increased costs alone due to war conditions would almost make an ordinary valuation in lumber, veneer, etc. Illustrating this, I walked across the street last evening, bought a paper at one hundred per cent increase, bought some Cremos, thirty-three per cent advance, and I was eleven cents short when I reached the far corner. When you read your mail from the club, the church, the commercial association and every organization on the face of the earth, you will see they are trying to raise more money to fight the central powers. If a few more of them start, it looks like there will not be any more golf games for a lot of us until the Kaiser is secured and rooms at home, without so many envoys over the country interfering with the peace and prosperity of the rest of the world.

E. H. DEFEBAGH.

What the Railroads Are Doing to Us

We have contended for a long time that the shippers have not awakened to the immense increase in freight charges. We have had many illustrations and here is the latest one; it is so drastic that it should awaken any shipper to the necessity for putting in a protest against the proposed fifteen per cent increase which the railroads are arguing for now before the Interstate Commerce Commission.

To points in the Southern Classification Territory, vegetable shipping cases in mixed carloads prior to April 15 could be shipped from St. Louis to Birmingham or vice versa on 15,000 pound minimum,

carrying 35c rate and making the cost \$52.50 per car. The basis after April 15, 1917, with 24,000 minimum and 35c rate is \$84. The basis after the 15 per cent increase is allowed, if it is allowed, on 24,000 pound minimum and 40.5c rate gives a freight bill of \$97.20 or an increase over the old basis of 85 per cent.

On baskets and hampers the tabulation shows: Before April 15, 1917, 15,000 pound minimum, 35c rate, \$52.50 freight bill. After April 15, 1917, 18,000 pound minimum, 35c rate, \$63 freight bill. When the 15 per cent increase is absorbed with 18,000 pound minimum the rate is 40.25 cents and the freight bill \$72.45; increase over old basis, 38.9 per cent.

Corinth, 15,000 minimum, 30c rate, \$45 freight bill before April 15, 1917. After April 15, 1917, 18,000 minimum, 30c freight rate, \$54 freight bill; basis after 15 per cent increase, 18,000 minimum, rate 34.5, \$62.10 freight bill, or 38 per cent increase.

On baskets, splint or stave, before February 1, 1917, 12,000 minimum to Adrian, Mich., 32c rate, freight bill \$34.40; after February 1, new basis 10,000 minimum, 41.5 rate, \$41.50 freight bill. After 15 per cent increase, 10,000 minimum, 47.5 rate, \$47.50 freight bill, or 23.7 per cent increase.

Pittsburgh, Pa., 12,000 minimum, rate 29.4, \$47.28 freight bill prior to February 1; after February 1, 1917, 10,000 minimum, rate 51.5, \$51.50 freight bill. After 15 per cent increase, 10,000 minimum, freight bill \$59; increase over old basis, 24.8 per cent.

Memphis Gets More Cars

W. A. Waddington, general manager of the Valley Log Loading Company, reports considerable improvement in the car situation so far as flat cars for the loading of logs is concerned. He says that the railroads began furnishing an increased number of flat cars about a week ago and that, by virtue of this fact, it has been possible for the company to operate three log loading machines on the Yazoo & Mississippi Valley line of the Illinois Central since that time and one on the Memphis-Marianna cutoff on the St. Louis, Iron Mountain & Southern. This represents practically full capacity for this company, and its present operations are in striking contrast with those of a short time ago, when not enough cars could be secured to keep one loading machine going on full time. Mr. Waddington says that he has no means of knowing how long this supply of cars will be available, but he reports the situation as quite satisfactory at the moment.

This improvement in the flat car situation is beginning to be reflected in a slightly increased number of logs for the mills at Memphis and elsewhere in this territory and, if it continues, there will be an adequate supply of logs available in a reasonable time. Some of the mills heretofore closed down are preparing to resume, while others have already done so. It is recognized, however, that the mills are not out of the woods by any means, and urgent appeals for relief are being sent to Congress, to the Interstate Commerce Commission and to other agencies having to do with the car situation.

Advices have been received from the car service commission at Washington that 5,000 freight cars were being sent south for use on the lines operating through the Memphis gateway to relieve the shortage of cars for the handling of outbound shipments of lumber. These advices have reached Memphis only within the past few days, and it cannot be told yet what measure of relief will result from this movement. So far as the situation at the moment is concerned, it may be stated positively that the shortage of cars is quite acute and that the majority of lumber mills and other woodworking enterprises are not receiving more than twenty-five to thirty per cent of the number of cars they need for the handling of their outbound shipments. It is this shortage that is making lumber interests so active in trying to secure the co-operation of the government in providing a supply of cars that will meet the needs of the lumber industry and other lines of business.

Any man with almost any kind of good hardwood flooring to offer has a splendid selling argument, because everything in the hardwood flooring list is a decided improvement over the soft wood offerings for this purpose, and is recognized as adding enough value to the building to more than make up for its cost.

FIGURED GUM



Our 16
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY



Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Drier



NICKEY BROTHERS INC
MEMPHIS

Veneers Versus Resawn Lumber

Users Who Manufacture Their Own Thin Stock Usually Omit Factors of Expense



THE CHICAGO SALESMAN of a large veneer manufacturing company, which distributes a large portion of its product among the sash and door people, recently bumped up against a problem in the form of a customer who announced that he was going to manufacture his own eighth-inch stiles, instead of buying the material from the veneer man.

Stile material, cut to size and able to pass muster as to clearness, etc., is a rather expensive article, compared with veneers sold random widths; a fact which is accounted for, of course, by the heavy percentage of waste involved in getting out this material. Any kind of veneer dimension order involves waste, and manufacturing stiles for the door factories is just about as difficult an operation, from this standpoint, as anything that could be mentioned. That is why there is usually a differential of from \$10 to \$12 a thousand between rotary oak veneers and stile stock. The difference in the cost of manufacture is what makes the difference in the price—and even then it is not always possible to supply the material.

As an evidence of this, a buyer who needed a car of oak for immediate delivery to his door factory recently offered \$7.50 a thousand premium for stile dimension sizes, but he found a lot of trouble placing the order, for the reason that few veneer houses had a sufficient stock on hand to ship the car at once. It is hard to produce this material in quantity, both on account of the size and the severity of the requirements as to grade.

Getting back to the proposition of the man who is resawing his lumber into one-eighth-inch stock, in place of buying the veneers as manufactured in the usual way, the chances are that this chap is one of those who regularly fool themselves as to the cost of performing certain operations in their own plants. They are inclined, when it comes to figuring any particular operation, to insist that the men would be there anyhow, or that the machinery was already in place, or the overhead expenses already established, so that no additional charges, above the cost of the material and power, would have to be figured.

But if every manufacturer figured that way on every operation, he would soon be starting a trip which would end in the poor-house. It would be over the hill for little Willie. Overhead is constantly present, and it pertains to every operation. It is robbing Peter to pay Paul to talk of loading all of the overhead on one thing, and not making another pay its proportion of the cost. It should be figured on everything just as all of the time that a man puts on a proposition should be figured. That is the only way to get a just comparison of costs.

In this instance, the manufacturer is able to resaw his

lumber so as to get four pieces of one-eighth-inch thick, the kerf accounting for the other half-inch. On the basis of \$60 plain oak, this makes his veneers cost him for material alone \$15 a thousand. He figures his labor and power and handling, and concludes that the total cost of his stiles is \$27 a thousand, whereas he would have to pay around \$30 to the veneer concern for this material.

As suggested, he is making a mistake if he is not including overhead, for there is no reason why overhead should not be applied to this as well as to any other operation in his plant. He must also figure the cost of drying the lumber, for the stock must be put through the kiln and dried perfectly before it can be resawed with safety. And even then, as will be indicated a little further along, his situation is not altogether satisfactory in this respect. The cost of handling lumber through a kiln is several dollars a thousand, and this expense would be saved if veneers instead of lumber were used.

The manufacturer referred to also refuses to make any allowance for the cost of cutting his lumber to the exact dimensions required for this work, whereas the veneer manufacturer necessarily charges at least \$10 a thousand for it. He points out that he can use the waste which he gets in this operation for his moldings, and that as he is thus manufacturing a regular item of his production, he can afford to charge the cost of the work to this, instead of to the manufacture of the thin stock.

He also contends that since he does this work during times when his plant is not otherwise busy, putting his material into stock to be used when needed, he does not need to include the regular charge for labor. The men are on the payroll and have to be paid anyhow, he points out, and anything they do when they would otherwise be idle is clear gain. But this manufacturer knows that he could lay his men off if he had nothing for them to do, so that the idea of figuring less than the full charge for labor is not at all logical.

In other words, the only way this buyer can justify his plan of resawing lumber into veneers is by figuring costs on an entirely unreasonable basis. If he figured the same way on all of his operations, he would have to close his plant before the year was out.

There is one feature of this plan which deserves comment, and that is the matter of drying. As suggested above, the cost of drying is not inconsiderable, while it is questionable whether veneers cut out of lumber dried in the usual way are in as good condition for use as those which have been dried after being manufactured. It is pretty difficult to dry an inch board so thoroughly and so uniformly that there is no uneven distribution of mois-

ture. A board is considered dry when it contains not more than 4 per cent of moisture. Suppose that it contained 3 per cent at the surface and 5 to 6 per cent toward the center; in cutting out the veneers, there would be irregularity in the distribution, and in establishing a balance, after the surface was exposed to the atmosphere there would be a tendency to warp. In fact, trouble is experienced not infrequently from this very source.

The plan used at the veneer mill seems by all odds the best. The veneer is cut out of green material, and is then dried. This is accomplished uniformly, so that when the drying is completed, all of the material is dry, not simply part of it; and all of it is dried just to the same degree. This is more readily controlled when mechanical methods are used, but in any drying system the general result is uniformity. This is something which could hardly be claimed for the other plan, and the resawed stock might or might not give satisfaction in this respect. The user would certainly be taking a chance.

There is one justification for resawing lumber into veneers, instead of buying the latter, and that is inability to get the material. Veneers are scarce, and have been for some time, and traffic conditions are not favorable to prompt deliveries. The consumer may be up against it now and then for thin stock, and in this event the plan of resawing lumber would serve. But it would be done then not as a means of saving money, but in order to meet an emergency. And in figuring costs no attempt would be made to disregard items of expense which actually pertained to it.

One of the big items of expense of operating a resaw is its maintenance. It takes a good filer to keep equipment of this kind in operation every day, doing good, dependable work, and when the proper kind of labor is not available, the work suffers. In fact, the manufacturer whose methods were outlined at the beginning of this article indicated that he was not always able to get four pieces of eighth-inch stock out of every inch board, for in some cases only three were obtainable. This suggested a variation which could be explained only by assuming that the resaw was not cutting accurately. If it was not doing accurate work, then variations in thickness were being introduced which would have to be made up for on the sander, and while this is one way of getting results, the better way is to get the thickness right in the first place.

Some users of quartered oak, especially those who buy in small quantities, occasionally resaw lumber to get the thin material they need for special purposes, and appear to think that they are "beating the game" by doing so. But, as suggested in the foregoing, any analysis of actual cost figures shows that the plan doesn't work out. It looks good superficially, but the proposition won't stand examination. It is not logical to believe that when special machinery, operated by experts, has been designed to do a certain thing, and when this system has resulted in the almost universal use of the product of this equipment, another way, involving greater waste of material, and with less assurance of accuracy, is going to produce better results.

The moral of the situation is that in attempting to "put one over" and save somebody's profit by performing work which is usually done in another way, the manufacturer first makes sure that he knows what it is costing him. Unless he knows the actual expense of producing in that fashion, and unless he includes all of the items which legitimately belong in this category, he is likely to have the doubtful satisfaction of taking pains to produce something of inferior quality which could have been bought more cheaply from another source.

G. D. C. Jr.

The Rice Veneer & Lumber Company, Grand Rapids, Mich., has increased its capital from \$4,000 to \$6,500.

L. P. Groffman of the St. Louis Basket & Box Company, St. Louis, Mo., and O. C. Lemcke, Underwood Veneer Company, Wausau, Wis., represented the panel and veneer manufacturers before the Western Classification Committee, Transportation building, Chicago, on Wednesday, May 23, in a hearing to develop a more fair classification for veneers and panels than that proposed by the committee. As they reported after the hearing, it is probable that the committee will adopt their suggestions giving veneers and panels of other than foreign woods classification in Class B rather than as taking lumber tariffs.

The Evansville Veneer Company Has Flag Raising

Popular subscription among the employees of the Evansville Veneer Company, Evansville, Ind., resulted in sufficient funds to purchase an 8x12 flag, which was raised on a ninety foot pole last week. The raising of the flag was attended with fitting ceremonies, the force being let out at 4:30 in the afternoon for the occasion. Three men each week are delegated to take care of the flag, which is raised at 6:30 in the morning and lowered at 5:30 in the afternoon.



EMPLOYEES OF THE EVANSVILLE VENEER COMPANY, EVANSVILLE, IND., ON OCCASION OF FLAG RAISING LAST WEEK



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

Furniture Federation Meeting

Important Action Taken by Manufacturers at Their Semi-Annual Meeting

THE FEDERATION of Furniture Manufacturers held its semi-annual meeting at Congress hotel, Chicago, May 9 and 10, and was attended by 250 manufacturers, according to the list which sat down at the banquet where the people interested in the furniture industry met socially as well as in a business way, and discussed questions of great importance.

The election of officers for the coming year resulted in J. A. Corey as president. He succeeds himself in this office. He is from Shelbyville, Indiana. S. Karpen, of Chicago, was unanimously chosen vice-president. The secretary and treasurer will be elected at the next meeting of the board of governors in July.

The banquet was presided over by E. W. Schultz, of Sheboygan, Wis., who acted in the capacity of toastmaster. He presented figures on the comparative sums spent yearly in this country for certain commodities, and the comparison furnished food for reflection.

Article	Yearly Cost
Chewing gum	\$ 150,000,000
Furniture	238,000,000
Liquors	2,500,000,000

ACTIVE SELLING CAMPAIGN

It was apparent that more furniture ought to be sold, and a campaign is under way with that purpose in view. It will be accomplished by encouraging improvements in home conditions. The better the home, the better the class of furniture that will go into it, and the more of it. This matter was discussed by some of the foremost men in the furniture business. An advertisement campaign, looking to the beautifying of homes has been planned to continue five years. George H. Helm, Knoxville, Tenn., in speaking on this subject, said that he thought funds for the campaign should be raised from members, pro rata, according to the amount of business done, and he suggested a rate a little below one per cent of the business done.

The increased cost of materials entering into furniture received much attention, and a schedule was prepared showing advances since 1914.

COST INCREASES SINCE 1914

Increase Per Cent.	Increase Per Cent.
Sap gum	40
Red gum	30
Birch	33 1/3
Soft Maple	25
Mahogany	30
Walnut	10
Oak	10
Crossbanding	37 1/2
Three-ply stock	30
Rotary cut	33
Sheet Glass	200
Mirrors	91
Sandpaper	60
Glue	160
Alcohol	110
Shellac	270
Leather	50
Lining Plush	92
Cambric	60
Felted cotton	180

Brads	90	Hair felt	100
Butts	40	Crating	25 to 40
Screws	200	Paper	150
Casters	30	Coal	125
Tacks	122	Oils and waste	30
Nails	145		

FREIGHT PROBLEMS

Freight rates and the troubles and adjustments growing out of them was the subject handled by C. S. Bather, traffic manager. He made a report of his year's work. During the twelve months he handled 89 disputed claims for members, and was successful with eighty-one of them.

S. George Graves, general manager for Young & Chaffee, of Grand Rapids, gave a paper on the relationship that should exist between the manufacturer and the retailer, in the course of which he deprecated the vast amount of retailing that goes on in the various furniture centers in exhibition spaces. He claimed that more than \$4,000,000 worth of furniture is sold in the sample rooms of Chicago each year, a condition not appreciated by retailers. Mr. Graves told of the new National Retail Furniture Agency which has been organized to combat unfair selling of goods in exhibition spaces or in any other manner except through the retailer.

BUSINESS IN SOUTH AMERICA

A movement is under way to increase furniture sales in South America. Only \$4,000,000 worth of furniture from the United States now goes to the continent south of us, where 90,000,000 people live. The sales ought to be greater. The government will soon send a man to those countries to open the way for more business in furniture. The man selected for the South American mission is Harold Everly. He attended the Chicago meeting to exchange ideas with manufacturers concerning the work and how it can best be done. He will go to South America in the near future.

TARIFF ON FURNITURE

The tariff question is a live topic with furniture manufacturers. It is not so vital at the present time as it was in the past and as it will be again, because the war has temporarily checked the shipment of furniture to this country from Europe. The question was discussed by S. Karpen. An extract from his address follows:

Though the furniture industry of the United States is an important industry, yet, when the total of manufactured products is considered, we realize that it is a comparatively small industry. The total production of furniture in the United States for the year 1915 is given as \$238,886,000. One hundred and forty-four thousand operators were listed as having been employed in this work. Assuming that all of this was used in the United States, we have a home consumption of something less than \$2.25 per capita.

Exports and imports of furniture during 1912-13-14-15 and 16 were as follows:

WALNUT

WALNUT

WALNUT

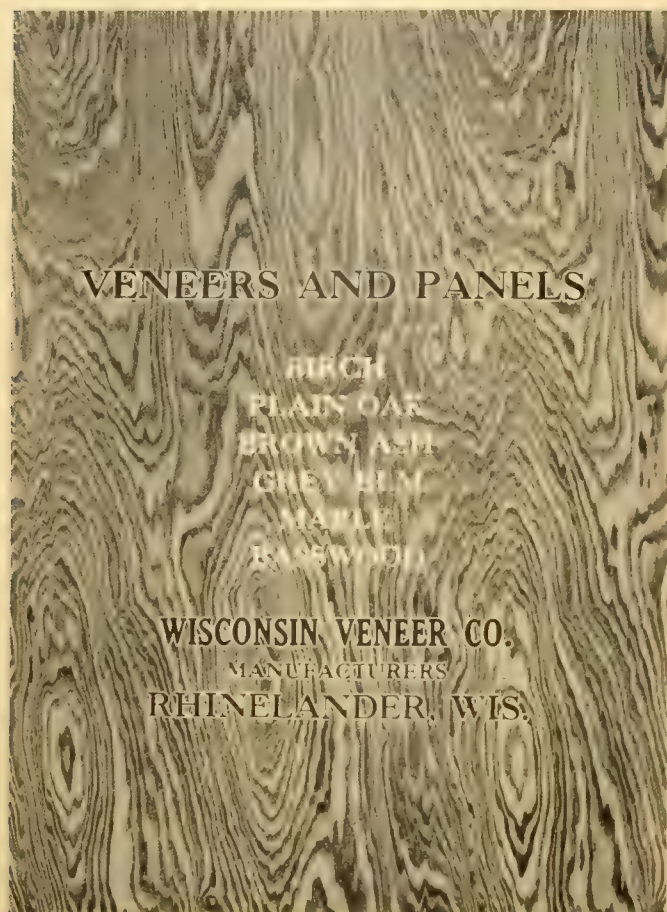
→ WE HAVE IT ←

Walnut veneer, Walnut lumber, dimension, squares—anything and everything in walnut and all made under conditions that insure you the maximum for your money, i. e., the best selection of figure and color, the greatest degree of service, the highest type of goods in every particular. For Walnut is our stock in trade. We have nothing else to offer and the really big growth of our business attests to the genuineness of what we DO offer in that wood. The claim is nothing more than logical.

PICKREL WALNUT CO.

ST. LOUIS, MO.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



VENEERS AND PANELS

BIRCH
PLAIN OAK
BROWN OAK
CHESTNUT
MAPLE
HAWTHORN

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.

	Exports	Imports
1912.....	\$6,231,000	\$ 838,265
1913.....	7,295,256	959,723
1914.....	6,529,249	1,017,201
1915.....	2,923,203	722,385
1916.....	3,090,809	610,389

This record apparently does not show much to fear from imports of furniture, but let me call your attention to the fact that the import business was increasing fast, showing a 25 per cent increase in 1914 over 1912, and this ratio of increase would probably have prevailed had not the war come upon us. With our increasing facilities, greater efficiency and productiveness, the export of furniture from the United States should constantly increase. We therefore should bear in mind the question of a protective tariff.

Here is a peculiar feature: Canada, which exacted a duty of 27½ per cent ad valorem in 1914 (35 per cent at the present time) was interested enough in our furniture to run into millions until the war started. At the same time Canada sold us nothing during the period previous to the war, and yet after war was declared, face to face with forced economy in production and undoubtedly a very great scarcity of labor, still shows an interest in the United States as a market and increases her sales to us during war times. Whether this is due to our going after Canada and asking her to sell us because of our being overloaded in manufacturing capacity, or whether Canada is awake to our low tariff of 15 per cent is a question I cannot answer. It is sufficient to say that if Canada can sell us goods during war times, she probably will continue to do so after peace is declared. If Canada finds she must protect her furniture industry by a tariff of 35 per cent, which supposedly should be the difference between her cost of manufacture and ours, how then can we by any process of reasoning estimate that we require only a tariff of 15 per cent to protect our industry on this side?

Table Manufacturers Meet

The association of dining and extension table manufacturers of the United States held its annual meeting in Chicago on May 9 and discussed past activities and planned for the future. The association keeps tab on manufacturing and sales to enable it to tell at any time the condition of business. This record has been kept during the past five months and it has shown a constant increase in business.

M. Wulpi is commissioner of the table manufacturers' association. The membership is now larger than ever before, and several new members were added during the recent meeting.

The work of the audit bureau, which looks after collections, was found highly satisfactory. More than a million and a half dollars of delinquent accounts have been collected by the bureau.

It was considered probable that an advance in price of about fifteen per cent in tables will be necessary soon to meet the greater cost of production.

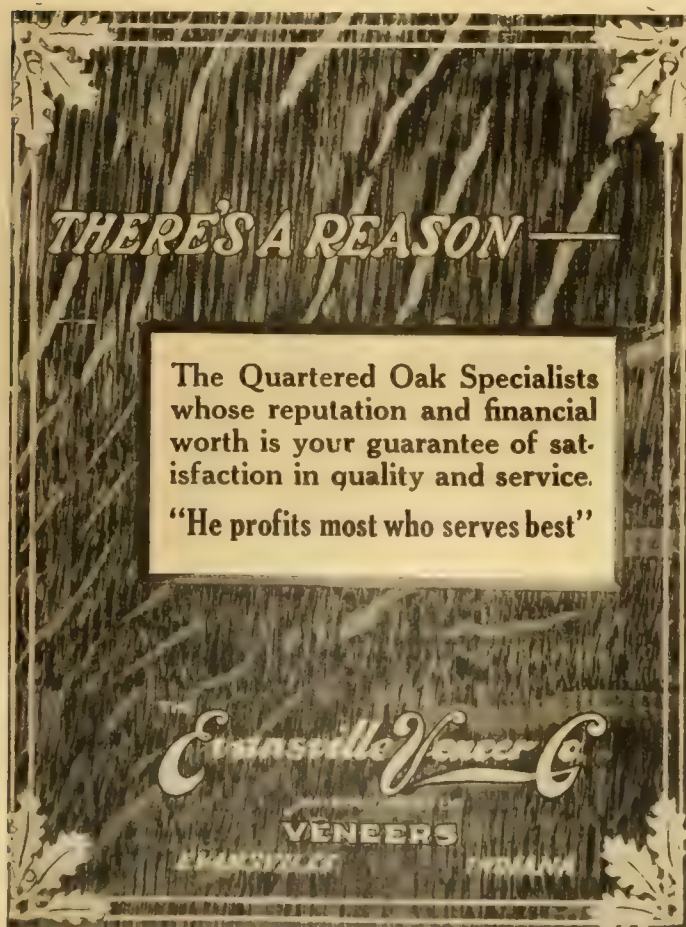
Outline of Veneer and Panel Sessions

The annual meeting of the National Veneer & Panel Manufacturers' Association, to be held at the Auditorium Hotel, Chicago, Tuesday and Wednesday, June 12 and 13, will have a very interesting program. The big question will be the consideration of expanded association activity along the lines brought out at the reorganization meeting some time ago, a paid secretary confining himself to the association activities being one of the probabilities.

R. S. Kellogg of the National Lumber Manufacturers' Association will read a paper boosting the broader association idea.

John C. McCauslan of Henry Disston & Sons, saw and knife manufacturers of Philadelphia, will give an illustrated talk on saws and knives. He will use moving pictures.

M. C. Dow of the Goshen Veneer Company, Goshen, Ind., will submit some dope on tariffs and read a paper on the subject



THERE'S A REASON—

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.

"He profits most who serves best"

Evansville Veneer Co.
VENEERS

of import duties on veneers and panels.

L. P. Groffman of the St. Louis Basket & Box Company, St. Louis, will read a paper with the title "How To Order Veneers and Panels."

Clark Washburne of the Federal Reserve Bank of Chicago will give a talk on "Trade Acceptances and Their Advantages as Commercial Paper."

Letters from a Panel User

ABOUT SANDING

Monroe, Mich., May 21.—One of the most important operations in the panel and veneer plant is the sanding of the stock. The operation of the sanding machine is too often regarded as not being a scientific job, therefore every John, Bill or Hank who happens to run out of work is put at running the machine. A good sander operator will always get the best in quantity and quality from his machine; but it is plain that he cannot get the best unless a modern machine is used. Time saving, output raising, and accident preventing devices are embodied in the up-to-date machines.

Sanding is mostly a complication of adjustments. Get your adjustments right and keep them so and you will get excellent results. Of course, any operator of average intelligence can learn how to make adjustments, but the point is to know what adjustments to make and when to make them. For instance, a sander is not expected to do the work of the planer, though many operators seem to think so. It is not uncommon to find panels where the face veneer in spots has been sanded through to the core stock. Good sanding can be obtained only when the cut of the drum and the pressure applied are well within the limits of the possible cutting qualities of the paper. Another important point in regard to obtaining a smooth, even surface is to be sure that the pressure on the idle rolls is never so hard but that the roll can easily be held from revolving by holding with the hand.

Different woods require different sanding treatment. Very hard, hard, medium, soft and very soft woods require peculiar treatment. Again, hardness and weight vary together to a very great extent.

The dryness of the core stock, cross banding, face veneers, etc., is an important factor in sanding. Every machine operator and panel manufacturer knows or should know that stock that has not been thoroughly dried will sand with fuzzy grain.

Pressure rolls that are down too heavy will cause hollow places. Rolls should be adjusted evenly, but this is not always easy, as sometimes when new they catch. After running awhile they are all right. If they are old the pressure locks may become worn, and then the screws under the bottom lock should be tightened up. The first roll on the feeding end of the machine should be adjusted first, and when this has been accomplished, proceed with the next, and so on.

There is a very aggravating defect which presents itself in panel factories commonly called "snake." This is usually caused by particles of dust, or other foreign matter, between the paper and the felt. The paper should be kept tight, and in order to do this the canvas must also be tight.

Garnet is, of course, the best abrasive to be used in most panel factories, especially on hardwoods. It seems to possess just the right degree of strength, hardness and brittleness to cut the wood fiber and to produce a good, smooth finish.

Sandpaper has advanced in price. It seems to the writer, therefore, that every manufacturer should test his paper and choose the best he can buy, quality and prices considered. There are many makes of sandpaper, made out of different combinations of materials, most of which are good. Low price does not always determine a bargain. The wearing quality and grit will determine that. If there is evidence of moisture in the sandpaper, it is a good idea to subject it to a comparatively high temperature and dry it out.

A. T. DEINZER.

MAHOGANY LUMBER

About ten carloads 1" No. 1 Com.,
also other thicknesses and grades of

MEXICAN & HONDURAS

MAHOGANY

dry enough to put in a kiln
with safety.

If at any time we can
serve you better by
telegraphing kindly
wire at our expense.

We are carrying a nice stock of
SAWED VENEER, 1/8", 3/16"
and 1/4" Mexican; also several
MILLION feet of SLICED
1/24" and 1/28" Mahogany, and
AMERICAN WALNUT veneer
ranging from plain to highly
figured. May we send samples
to you?


HUDDLESTON-MARSH MAHOGANY COMPANY

2254 Lumber Street
CHICAGO

33 West 42nd Street
NEW YORK CITY

A Panel Argument

Problems Confronting Users Who Undertake to Make Their Own Panels

NE OF THE POINTS upon which the producers of veneers and panels, and the consumers of these products, never entirely agree is whether the panel manufacturers can produce panels more economically than the panel consumer. A question of local conditions plays an important part, but some of the panel consumers are disposed to argue that they should be able to make panels as economically as any panel man, regardless of local conditions.

A panel man has emphasized the point of the failure on the part of the panel consumer to properly consider the elements of waste of veneer and core stock involved in making panels. This waste ranges from about 20 per cent to 50 per cent and will perhaps average 33 1-3.

Even supposing the average were only 25 per cent, it is a factor that soon attains considerable importance. The panel consumer is too likely to figure his panels on practically the same basis as he would figure the surface veneer and the core stock for making them. If he has an order which involves 1,000 feet surface measure of panels, he is inclined to figure that it means 1,000 feet of face veneer, of backs and of fillers or core stock, and that the cost should simply be this plus the work and the overhead involved in making it up into panels. He may take into consideration that the panels in the rough must be made half an inch or an inch longer than the net size and something like the same in width to allow for the final trimming to specific sizes. But he is not likely to take into consideration the full per cent of waste involved between the buying of the veneer and the final finishing of the panels.

This involves waste in jointing veneers, loss through defects, also from spoiling veneers and panels in the process of making. Then if solid core bodies are used, there is a waste in the core lumber. This, like the veneer, varies considerably. The smallest waste is found when one buys comparatively high-grade wide stock in lumber so that there will be little jointing and the minimum of cutting out for defects. This makes the core lumber cost high, however, and it is questionable whether it makes as good a core as may be obtained from narrow units matched and glued together.

When it comes to making up core body from narrow strips, either dovetailed or worked over a regulation tongue and groove glue jointer, the percentage of waste increases. So, when a man makes his own panels, figuring veneer cost, lumber cost and the cost of gluing up, he is likely to make a showing in favor of doing his own work compared with buying the panels, by neglecting to figure in waste as he should.

The panel manufacturer, with long experience in a special line and a trade covering a wide range of sizes

and grades of panels, is generally in a position to utilize both core stock and veneer to better advantage than the individual user of panels. There are, of course, some users of panels who have undertakings so large and so varied that conditions with them are practically the same as those in the well established panel plant, but these are the exception. The average panel user wants only certain sizes and grades in panels at a specified time, and to make these up himself will not only cost him more in the way of labor and other shop expense, but the item of waste itself will run enough larger to make a fair margin of profit for the panel manufacturer who is in a position to reduce the waste by expert knowledge of how to handle, and by the wide variety of products, making it easily practical for him to utilize his raw material all around to better advantage.

T. C. J.

Proposed Furniture Alliance

During the meeting of the National Furniture Manufacturers' Association in Chicago, May 9 and 10, action was taken looking to the federation of several case goods associations into one strong body in order to manage the business better and organize efforts into team work. The matter of fixing a schedule for the manufacturers of bedroom and dining room furniture was discussed and progress in that direction was made, though it is not expected that complete results can be announced for several months. It was decided that the new organization shall be known as the National Alliance of Case Goods Associations. The several local associations will maintain their own organizations and each will be represented on the executive board of the central body.

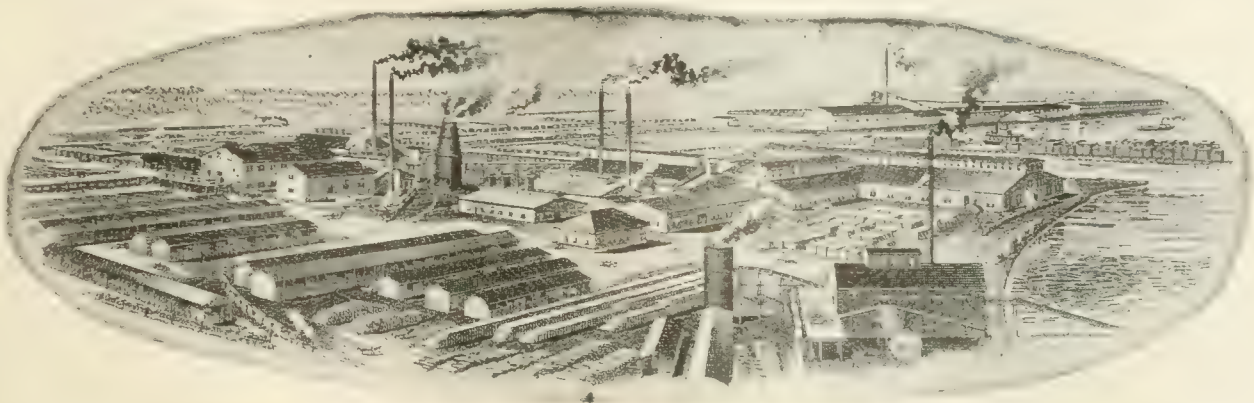
The proposed constitution and by-laws has been formulated and it will take its course round the different associations for discussion, changes, and adoption. It is expected that additional associations can be formed in parts where none exist now.

Some of the associations have satisfactory cost accounting systems; among such are the upholsterers, the makers of chairs, and desks. The manufacturers of the dining room and bedroom furniture have not so complete a system for determining basic cost; and this is to be remedied by an expert who will visit various factories and work out a cost schedule.

The idea of the proposed alliance is to insure the best of co-operation between the case goods men, and it is felt nothing will bind them closer than the utilization of such a schedule as it has been decided to produce in the coming months. The necessity of securing a better equalization of selling prices on the same article in different sections was realized. Just now the prices in various centers on a certain piece of goods will vary from one to several dollars, whereas it is believed that the variations should be measured only by cents. The adoption of the proposed schedule will obviate that trouble.

The general opinion is that case goods men must get better prices in the July markets than they got in January.

H. B. Spencer and M. C. Williamson, Cotton Plant, Ark., who recently acquired the veneer plant at Newport, Ark., have placed this in operation after an idleness of more than a year. It is the largest plant of the kind in that section, and when operating at full capacity will give employment to several hundred men.



Northwestern Cooperage & Lumber Company

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Mills at Gladstone and Escanaba, Michigan

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"Peerless" Rock Maple, Beech & Birch Flooring

have a standard of their own, are guaranteed and are sold by dealers to hold trade. We ship it in straight or mixed cars—Car or Cargo.

TRY IT THE NEXT TIME

Members of Maple Flooring Manufacturers' Association. (When writing mention the Hardwood Record.)

The Mail Bag

B 1115—Oak Chair Posts

Oshkosh, Wis., May 17.—Editor HARDWOOD RECORD: We are in the market for a car of chair posts 11x2x42" long and one car of 11x1 3/4x42" long. This must be clear oak, either red or white or mixed. If you have no dry stock, please quote us on a car to be delivered in the next ninety days to be sawed at once.

B 1116—Wants Wagon Oak

New York, N. Y., May 9.—Editor HARDWOOD RECORD: We are in the market for 10,000 feet of 4/4 firsts and seconds or panel oak 15 inches and up wide. This is to be used for wagon work and we want it as free from split ends as possible.

B 1117—Has Wood Ashes to Offer

FT. WAYNE, IND., May 10.—Editor HARDWOOD RECORD: We understand that wood ashes are easily salable, and if we could get in touch with consumers of these, we would like to do so, as we could arrange to furnish several carloads from our various mills. If you know any concerns who are in the market for these, would be pleased to have you favor us with this information.

Clubs and Associations

Next Hoo-Hoo Annual to Be Held in New York

Secretary-treasurer E. E. Tennant of the Concatenated Order of Hoo-Hoo, announces that the twenty-sixth annual meeting of Hoo-Hoo will be held in the Hotel McAlpine, New York, September 8-12.

Chicago Tournament Goes to Flossmoor

On account of the recent destruction by fire of the Beverly Country Clubhouse, the tournament of the Lumbermen's Golf Association of Chicago, to be held on Tuesday, June 12, will take place at the Flossmoor Country Club, which is located about twenty-eight miles south of Chicago, and is reached by the Illinois Central Railroad.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

The tournament is scheduled according to the original program as to events, prizes, etc.

Fast express suburban trains run frequently from the Randolph and Van Buren street stations on regular schedule.

Change in Date of Michigan Meeting

Secretary Knox of the Michigan Hardwood Manufacturers' Association has sent HARDWOOD RECORD the following letter regarding the coming meeting in Chicago:

I notice that the summer meeting of the Michigan Hardwood Manufacturers' Association has been published as of date June 13, this information probably coming from action of our association at Detroit last month, where we decided to hold our meeting the day before the National Hardwood Lumber Association meeting in Chicago, but action of the Northern Hemlock and Hardwood Manufacturers' Association placing its meeting as of the morning of the 14th has made us change our plans, and it is probable that we will hold our annual meeting at the Hotel Sherman, Chicago, Thursday, June 14, at 9:30 a. m. This question has been placed before our president and without doubt the latter date will be the one selected.

Big Cutover Land Meeting in Memphis, June 11

The semi-annual meeting of the Southern Alluvial Land Association will be held in Memphis at Hotel Chisca, June 11. This was decided by the executive committee of the association which met in Memphis May 19.

The purpose of the meeting is to stimulate and co-ordinate the many forces at work looking to the legitimate development and colonization of the alluvial regions of the South, and more than 1,000 invitations, it is announced by Secretary F. E. Stonebraker, have already been, or will immediately be, sent out. Governors of seven states, comprising the alluvial regions to be developed, have been asked to be present and to deliver addresses. Representatives of the leading agricultural schools and colleges in these states have likewise been asked to send representatives and it is announced that most of them have already signified their intention of doing so. The five railroads operating in the alluvial regions of Arkansas, Mississippi, Louisiana, Missouri, Tennessee, Illinois and Kentucky have also been requested to send representatives of their agricultural departments.

The association plans to begin shortly the publication of a monthly bulletin devoted to the interests of the membership as well as the territory covered by the organization. It will contain all the up-to-date news pertaining to the agricultural progress of the various sections of the delta region. This information will be gathered and compiled by V. H. Schoffelmayer, field secretary. Mr. Schoffelmayer has been making personal investigation of the properties of various members of the association during the past several weeks and he is thoroughly in touch with

what is being accomplished in an agricultural way. He is enthusiastic over the prospects for development and colonization, and will use the monthly bulletin to convey some of this enthusiasm to prospective buyers or settlers.

Informal Grade Meeting at Memphis

John W. McClure, chairman of the inspection rules committee of the National Hardwood Lumber Association, said recently that the meeting called by the Lumbermen's Club of Memphis for the Hotel Gayoso, Saturday, May 19, was converted into a gathering of the local members of the association and that President Ralph May surrendered the chair to W. H. Russe who presided.

Mr. McClure further said that he told those present that the report which had just been made public had been adopted by the entire inspection rules committee and that it had the unqualified support of each member of the committee. He also said that practically all comments he had heard were favorable and that he anticipated little opposition to the proposed changes at the forthcoming annual of that body.

Lumbermen identified with the association here are making their plans to attend the annual in Chicago and indications are that the special train leaving here the evening of June 13 for Chicago will carry an unusually large delegation from this city.

National Association Active

The National Retail Lumber Dealers' Association, with headquarters in the Dime Bank building, Detroit, now seems to be going along in a very active manner. The association is well officered and has employed Charles A. Bowen as its secretary. The organization has received expressions of co-operation in writing from various lumber manufacturing associations, among which are the Southern Pine Association, the National Lumber Manufacturers' Association, the American Oak Manufacturers' Association, the National Hardwood Lumber Association, the Hardwood Manufacturers' Association, the California Redwood Association, the National Wholesale Lumber Dealers' Association, etc.

Federal Lumber Trade Commission Completes Itinerary

The Federal Lumber Trade Commission recently appointed by the government consists of John R. Walker, who will go to Great Britain, France and the Netherlands; A. A. Oxholm, who will go to Norway, Sweden, Denmark and Finland; R. A. Simmons will go to Russia and Siberia; Nelson C. Brown will go to southern Europe and Mediterranean countries, and has completed an itinerary for a preliminary trip through the United States.

The meetings have already been held at Norfolk, Savannah, Jacksonville, Pensacola, Mobile and New Orleans. Meetings to be held are as follows:

Bogalusa, La., May 25; Houston, Tex., May 26; Beaumont, Tex., May 28; Lake Charles, La., May 29; Shreveport, La., May 30; Little Rock, Ark., May 31, all southern pine.

Memphis, Tenn., June 1 and 2, gum and oak manufacturers.

Minneapolis, Minn., June 4; Cloquet, Minn., June 5, northern pine association.

Chicago, Ill., or Oshkosh, Wis., June 6, northern hemlock and hardwood.

Cincinnati, Ohio, June 7, National hardwood manufacturers.

Buffalo, N. Y., June 8, Buffalo lumbermen.

Westwood, Cal., June 20, California white and sugar pine manufacturers.

San Francisco, Cal., June 21, Douglas Fir Exploitation and Export Company, the Pacific coast selling organization for export trade.

Eureka, Wash., June 22; San Francisco, Cal., June 23, redwood manufacturers.

Portland, Ore.; Aberdeen, Wash.; Hoquiam, Wash.; Raymond, Wash.; Seattle and Tacoma, Wash., June 25 to July 4, West Coast Lumbermen's Association.

Spokane, two days, not fixed, with Western Pine Manufacturers' Association.

Memphis Prepares to Entertain Commissioners

Members of the Federal Lumber Trade Commission have advised Secretary J. T. Kendall of the American Oak Manufacturers' Association that they will spend June 1 and 2 in Memphis investigating various phases of the gum and oak industry as well as other hardwoods in this section. These gentlemen are getting ready to go to Europe to make a special investigation into foreign trade conditions in the interest of exporters of lumber in the United States and they are making a tour of the lumber producing regions with a view to gathering information regarding the amount of lumber produced, the quantity available for export and various other subjects that will be of benefit to them in their work abroad.

Preparations are being made by the Lumbermen's Club of Memphis, the Gum Lumber Manufacturers' Association and the Oak Manufacturers' Association to facilitate these gentlemen in every way during their stay in Memphis. At a meeting of representatives of these three organizations held here May 14, an entertainment committee was appointed composed of three members from each of these organizations as follows: Lumbermen's Club—President Ralph May, Secretary Douglas F. Heuer, and James B. Stark; Oak Manufacturers' Association—Vice-President W. H. Russe, R. L. Jurden, and Secretary J. T. Kendall; Gum Lumber Manufacturers' Association—President H. B. Weiss, Secretary John M. Pritchard, and John W. McClure.

These gentlemen will not only look after the entertainment of the members of the commission, but will see that they are provided with means of visiting the various hardwood plants in Memphis and are supplied with the data and information they desire regarding the hardwood industry in this city and section.

Owing to the size of this committee and the difficulty of getting all members together, it was decided that a smaller committee of three, to be known as the executive committee, should handle all preliminary matters. This committee is composed of Ralph May, president of the Lumbermen's Club and Secretaries Kendall and Pritchard of the oak and gum associations.

It has been decided that the Lumbermen's Club of Memphis will hold its next regular meeting June 2, and that the members of the commission shall be guests of honor on that occasion. If plans can be worked out to that end, the meeting is to be held at the Memphis Country Club. The usual luncheon will be served. An invitation has been extended by the Lumbermen's Club to all members of the gum and oak associations not identified with that organization to be present at this meeting.

Chair Makers Meet at Evansville

Chair manufacturers from Indiana and adjacent territory held a get-together meeting and business conference at Evansville on Wednesday, May 16, that was largely attended. The manufacturers were welcomed to Evansville by Mayor Benjamin Bosse, president of the Globe-Bosse-World Furniture Company. William B. Baker, of Chicago, secretary of the National Association of Chair Manufacturers, made one of the principal addresses of the day. He went into discussion of the general manufacturing situation and gave it as his opinion that the present war will not seriously interfere with the manufacturing business of the United States. The car shortage was the main thing discussed at the meeting. Some of the manufacturers expressed the fear that the inability to get lumber and other materials will handicap them seriously in turning out the manufactured product. It was also pointed out that after the federal government starts to move troops the car shortage situation will become more acute than ever. The manufacturers denied that the purpose of the meeting was to discuss the boosting of prices. In the evening the chair manufacturers were entertained at a banquet by the Evansville Manufacturers' Association at which the constitutional convention was discussed and the workmen's compensation law was given some consideration.

Important Meeting of Memphis Club

All owners of lumber mills and woodworking enterprises in Memphis as well as all operators of lumber yards in this city will move their clocks forward one hour at midnight May 31 and leave them in this position until Sept. 30 next. This was decided by unanimous vote at the regular semi-monthly meeting of the Lumbermen's Club of Memphis held at the Hotel Gayoso Saturday, May 12. This daylight savings plan was adopted as a war measure, with the additional advantage that it gives to all employees of the lumber firms an extra hour of daylight for work in their gardens or for any healthful amusement in which they may desire to participate.

The patriotic spirit of the lumbermen found further out-cropping in the report of S. M. Nickey showing that they had voted overwhelmingly in favor of the war taxation listed in the referendum sent out by the United States Chamber of Commerce. Only one feature was opposed, that involving proposed retroactive taxation on incomes and excess profits. All the others carried by majorities averaging more than six to one.

Plans were outlined during the meeting covering the trip of the Memphis delegation to Chicago to attend the forthcoming annual of the National Hardwood Lumber Association. These, in brief, provide for a specially chartered train which will leave Memphis between five and six o'clock on the evening of June 13. In addition to the Memphis delegation there will be a number of other members of the association in the Memphis territory on this train. Memphis will send a large and influential delegation to Chicago.

Max Sondheimer, Frank B. Robertson and W. C. Bonner were appointed a committee to look after the donation by members of the club of 24,000 feet of lumber asked by the Memphis Associated Amateurs. This will be used by the latter for the purpose of building grandstands on grounds controlled by this organization in the city limits.

H. B. Weiss, secretary of George C. Brown & Co., and president of the Gum Lumber Manufacturers' Association, was elected to represent the club on the board of directors of the Chamber of Commerce. George C. Ehemann, of George C. Ehemann & Co., whom Mr. Weiss succeeds, was tendered a special vote of thanks for the excellent services rendered by him during the past year.

F. E. Stonebraker, one of the representatives of the Lumbermen's Club at the recent conference of river interests at St. Louis, May 8 and 9, gave an enthusiastic account of what was done by the conferees toward rehabilitating transportation on the Mississippi and its tributaries and urged the lumbermen to get squarely behind this proposition and support it with all the strength of which they were capable. The lumbermen have shown themselves strongly in favor of reviving water transportation on a large scale and they may be counted upon to do their part in this work if the interest manifested in the report of Mr. Stonebraker may be taken as a safe criterion.

The next regular meeting of the club, it was decided, would be held June 2 when the members of the Federal Lumber Trade Commission will be the guests of honor. Plans are in the making now for the holding of this meeting at the Memphis Country Club, where an elaborate dinner will be served.

Adopt Resolutions on Death of George Burgess

The American Oak Manufacturers' Association recently adopted resolutions on the death of George D. Burgess of the Memphis firm of Russe & Burgess, Inc., as follows:

WHEREAS, It has pleased Almighty God to call from our midst George D. Burgess of Memphis, Tenn., whose death occurred on the twentieth day of April, 1917, and

WHEREAS, In the death of Mr. Burgess, the hardwood lumber industry of our country has lost one who for many years has been numbered among its most prominent and respected representatives; his community, one of its best citizens; his family, a kind and loving husband and father; therefore be it

Resolved, by the American Oak Manufacturers' Association, That we feel with great sorrow his passing from us, and that we extend to his family our sincere expressions of sympathy in their great loss; and be it further

Resolved, That these resolutions be spread upon our minutes, and that a copy be sent to the bereaved family.

Memphis Appeals for Government Manufacture of Cars

The industrial division of the Chamber of Commerce has adopted resolutions appealing to Congress to take up the question of building cars for the handling of freight in much the same manner that it has entered into the plan for building a vast fleet of ships for handling ocean carrying trade. It has thus backed up the Lumbermen's Club of Memphis which recently petitioned the United States Chamber of Commerce to send out a referendum with a view to ascertaining the sentiment of business interests of the country regarding the building by the government of something like 200,000 freight cars to be leased to the carriers on a per diem basis. Lumbermen and other shipping interests of Memphis participated in the meeting at the Chamber of Commerce at which these resolutions were adopted.

It was pointed out by the lumber interests that the situation is so serious that, if congress or some other agency does not furnish early relief, all of the hardwood mills in the southern producing territory will have to close down. These mills have a pay roll of approximately \$4,000,000 a year. W. H. Russe of Russe & Burgess, Inc., said that Memphis faces a serious condition if something is not done immediately looking to relief of the car shortage. He declared that the mills had more orders than they were able to take care of, and that, even with this flattering condition with respect to demand, it was urgent that government officials should furnish prompt means of relief.

Following the adoption of these resolutions, W. C. Johnson, president of the Chamber of Commerce, sent copies thereof to the 740 organizations which hold membership in the United States Chamber of Commerce and appealed to them to urge the government to get behind this movement to provide freight cars to prevent collapse of the industrial fabric of the country. He also pointed out that the plan was a war measure and that as such it should receive the cordial support of business interests everywhere.

The resolutions follow:

WHEREAS, The volume of business of the United States has now reached such vast proportions that the equipments and instrumentalities of the railroads are inadequate to care for the same, every class of business is suffering by reason of the inefficient delivery service by the railroads. The failure to furnish cars and undue delays in transit through lack of motive power not only costs shippers and receivers of freight thousands of dollars in loss of profits, but creates a higher level of prices than the commodity situation would warrant under normal delivery conditions; and

WHEREAS, The government is now placed in a preferential position for buying materials—lumber, steel and other raw material entering into the construction of this equipment—it can build cars at a lower price than private interests which for this reason is looked upon as an entirely feasible suggestion by this body; therefore be it

Resolved, That a united petition be made to the proper department of the United States government to consider at once the feasibility of building or purchasing freight cars and locomotives in the volume shown necessary by the reports now on file with the Interstate Commerce Commission which was, approximately, on April 1, 143,000 cars short on orders placed with the carriers by shippers for loading. The funds to be taken from the appropriation made for public defense and the cars allotted to the various lines where needed, rental to be charged upon a per diem basis or other unit to be determined upon as fair and equitable to both the carriers and the government and enough to bring the government ample interest on the investment and to pay the necessary expenses of administering their use.

Lining Up for Rate Fight

An executive session of the committee of six appointed by the Southern Hardwood Traffic Association to handle the opposition to the proposed advance of 15 per cent in rates on hardwood lumber before the Interstate Commerce Commission was held in Memphis several days ago. It was attended by J. V. Norman, attorney for the association, and by E. A. Haid, former general counsel of the St. Louis Southwestern (Cotton Belt) Railway Company, who has been retained by the association to help in this case.

It is announced, following this meeting, that James E. Stark, president, and J. H. Townshend, secretary, of the association, together with George Land, traffic manager of the Lamb-Fish Lumber Company, and Walker Wellford, president of the Associated Cooperae Industries, will present the preliminary testimony before the commission about May 30. Mr. Norman will represent east side shippers and Mr. Haid will look after the interests of the west side shippers and they will, at some time between May 23 and May 30, cross-examine the witnesses for the railroads who have already presented their evidence.

Mr. Townshend will leave for Washington Sunday, and he will probably be accompanied by George Land. The other gentlemen, with the exception of the attorneys, who will go with Mr. Townshend, will make the trip to Washington later, but in plenty of time to perform the duties assigned to them.

The board of governors and other members of the association have been quite busy during the past ten days getting up the necessary data and evidence to support the contention of the lumbermen that lumber is paying its full share of transportation cost and that there is no justification for saddling a further advance on this commodity on top of all the increases made during the past three or four years, amounting to approximately thirty-eight per cent.

Evansville Club Adopts Resolutions

At the recent meeting of the Evansville Lumbermen's Club resolutions were unanimously adopted opposing the proposed fifteen per cent increase in freight rates as asked by the railroad companies. The resolutions, however, declared that the lumbermen in Evansville are not opposed to some advance in freight rates and several addresses were made by prominent lumbermen in which it was stated in their opinion the railroads are entitled to some increase. The resolutions said that the matter should be carefully investigated by the Interstate Commerce Commission, and then if the railroads were able to present "indisputable evidence that they were entitled to some increase" it should be granted them. The resolutions declared, however, that the increased rates should not apply to old contracts but should affect only business written after the increase had become effective. Mr. Keller, traffic manager, reported that in his opinion the car situation in the Evansville territory has cleared up some during the past few weeks, but it is still far from satisfactory.

Detroit Club Elects Officers and Directors

The Detroit Hardwood Club, Michigan, held its last regular meeting on May 21, at which the following members were elected to serve for one year:

C. W. Leech, president; W. E. Brownlee, first vice-president; J. M. Clifford, second vice-president; G. I. McClure, third vice-president; H. E. McClure, secretary; J. S. Trevor, treasurer.

Board of directors, J. I. Butcher, R. Sickelsteel, W. N. Kelley, H. C. Dow, C. H. Weedon.

Grand Rapids Has Big Meeting

The eighth annual meeting of the Grand Rapids Lumbermen's Association being held today, May 25, will go down in history as one of the big events of the association. The program shows a fine banquet to be held in the Colonial room of the Pantlind hotel. There will be numerous talks and toasts and much else in the line of entertainment. Reports from Grand Rapids indicate that a record crowd will be on hand.

With the Trade

Memorial to C. C. Crane

Resolutions on the death of the late Clinton C. Crane, Cincinnati's most prominent and beloved lumberman, were passed by the Hardwood Manufacturers' Association of the United States at the Sinton Hotel last week. Mr. Crane was one of the founders of the big association.

Market conditions were discussed by the open price committee members during the afternoon business session.

Drastic Measure to Move Lumber

In an effort to better the desperate car shortage which he says is choking the lumber industry, especially of the Gulf States, Walter P. Cooke, president of the Great Southern Lumber Company and of the New Orleans, Great Southern Railroad, announced that his road had taken 100 of its all-steel log cars, of the most modern type, and will run them in two solid trains of fifty cars each direct to Chicago, carrying lumber shipments. Special officers will accompany the trains and bring the cars back, preventing any possibility of their being used elsewhere. The Great Southern has over 90,000,000 feet of lumber ready for immediate shipment, much of which is government stuff.

Organize Forestry Regiment

Gifford Pinchot, formerly chief forester of the United States, will head a regiment of foresters, woodsmen, lumbermen, loggers and others experienced in woods and lumbering operations to do service in France. The work of organizing is now proceeding. The regiment will form a unit of the Engineer Corps now being recruited to be sent abroad as soon as it can be formed and equipped.

The organization of this regiment is the result of a suggestion made by the British Commission. Similar forces have been raised in Canada and are rendering valuable services. The object of the American forestry regiment, it is said, will be to convert available timber into material suitable for bridges, railroads, trenches and other construction work with the least possible waste. The cutting will be done under the supervision of technical experts in co-operation with the French foresters, thus providing the needed timber without permanent damage to the forests.

The lumbermen will be organized in units capable of handling all kinds of woodwork and will include a number of portable sawmill outfits. It will be officered by trained foresters and expert lumbermen who are thoroughly familiar with producing and delivering lumber. The classes of men desired comprise axemen, teamsters, tie-cutters, millwrights, sawfilers, sawyers, portable sawmill men, farriers, blacksmiths, lumber jacks, cooks, carpenters, as well as motorcycle and motor truck operators.

Modern Hardwood Operations

Russe & Burgess, Inc., Memphis, Tenn.



THEIR CUSTOMERS' INTERESTS WATCHED IN THIS SHED

The new hardwood sawmill erected by Russe & Burgess, Inc., Memphis, Tenn., contains all of the latest approved appliances and equipment for manufacturing first-class lumber in large quantities. Some features of the equipment include one 13"x8' latest improved McDonough band mill; one 60" three block McDonough carriage with Troutt rope power set works, which enables the operator to cut lumber to $\frac{1}{8}$ " fraction; 12"x38' shotgun feed with 6" Allis valves; one latest improved Hill steam nigger 8"x10"x 6'; one 60" five-saw jumbo edger; one McDonough overhead trimmer 30" nine saws; one eleven-saw 40" slasher; one 10" 7' latest improved Mershon resaw, which is driven by motor power, which is furnished with 187 K. W. or K. V. A. generator, which is 350 h. p. The main engine is 450 h. p. and can develop 500 h. p. There are four boilers, 72"x20', h. p. being about 175 each, or 700 h. p. for all. These boilers are automatically fed.

There is a 48" Mills & Merrill hog to grind fuel which is automatically fed to the furnaces.

The output is 75,000 to 80,000 feet board measure in ten hours.

Russe & Burgess have been in business for twenty-eight years. In 1909 they incorporated under the name of Russe & Burgess, Incorporated. That was done to enable some of their employees to acquire stock in the company. The land holdings are all in the name of Russe & Burgess, co-partnership. They have been in the export business for the past twenty-five years, and 1913, which is the last normal year of which there is a record, ninety-two per cent of turnover was for European consumption.



KRAETZER PREPARATOR WORKING ON THEIR GUM

They maintain a sales office at No. 1 Fenchurch street, London. The secretary of the company, G. A. Farber, with a competent force of salesmen, has full charge of this branch of the business.

They operate a band mill at Isola, Miss., manufacturing a general line of hardwoods one inch and thicker. The Memphis mill makes a specialty of thin lumber.

George Burgess of this company died at Memphis about two weeks ago.



A GOOD MILL WHICH CUTS GOOD LOGS

P. Stenning Coate, prominently identified with the cotton trade of Memphis and the South for a number of years, has purchased the entire interest of the estate of the late George D. Burgess in the firm of Russe & Burgess, Inc., and has assumed active management of the office and finances.

A meeting of the stockholders will be held in Memphis, May 25, at which time Mr. Coate will be elected to official position in the firm. Some changes are likely to be made at that time but no announcement is possible until the meeting has been held.

Mr. Coate has been

for some years a large investor in hardwood timberland holdings and he has assisted in the financing of large purchases of timberlands by Memphis firms, including Russe & Burgess, Inc.

Mr. Coate devoted all of his time in the cotton trade to the export field, with the result that he has an intimate knowledge of all phases of the export business, a knowledge which will be of very great value to him in his new position since Russe & Burgess, Inc., are engaged almost wholly in the exportation of southern hardwoods.



LOGS LIKE THESE EVERY DAY



EFFICIENT LAYOUT FOR MODERN MILL

Paine Company Out of Receivers' Hands

What is probably an example of the highest efficiency in business administration in the lumber industry is that indicated in the receivership proceedings of the Paine Lumber Co., Ltd., of Oshkosh, Wis., formally concluded in circuit court of Winnebago county. There, on May 19, through an order issued by Judge George W. Burnell discharging the receivers, the Wisconsin Trust Company of Milwaukee, A. L. Osborn of Oshkosh and J. A. Kimberly, Jr., of Neenah, approving their reports and accounts and declaring action under the receivership dismissed and the bond of the receivers cancelled. The outstanding feature of the big receivership action is the fact that indebtedness of approximately \$1,225,000 was fully discharged in two years and one month. Judge Burnell commended the receivers for their efficient conduct, stating that it was the most successful procedure of its kind within his knowledge.

The action for the receivership against the Paine Lumber Company, Ltd., was brought by George E. Foster and Charles Nevitt. The first formal step was the organization of the Langlade Land & Timber Company, a half million dollar corporation which took over the vast timber holdings in Langlade county of the Paine Lumber Company, and has erected a huge sawmill and other plants to dispose of the timber and convert it into lumber. Claims of the numerous creditors were disposed of through formal court action at regular intervals since the receivers were named, and now every cent of debts has been paid, and the property and operations of sash and door plant again in the hands of the original holding corporation.

The final report of the receivers showed that contingent claims filed by the Mellen Lumber Company had been voluntarily withdrawn and that the Perkins Glue Company had filed a contingent claim, but had consented to the discharge of the receivers with liability as to that claim and for its disallowance. The only contingent claims remaining are those of the bondholders of the Langlade Land & Timber Company. All assets as compiled from a report of expert accountants have been turned over to the company by the receivers, and their report also shows that all expenses incurred by the administration of the receivership have been fully paid. The Paine Lumber Company has agreed to deliver to the receivers a bond of \$50,000 to hold them free against any liabilities to the nation or state for taxes and other forms of possible indebtedness.

Committee Report on Houston Operations

The creditors' committee of George T. Houston & Co. and Houston Brothers, under whose administration the affairs of the two firms have been conducted since August last in charge of William Wilms, has just obtained a further extension of the creditors' agreement of November 1 last, for a period of six months.

Through sale of scattering timber holdings and earnings from operations, the indebtedness of the firms has been materially reduced and from a statement which has just been issued to the commercial agencies showing the financial condition as of May 1 it is apparent that the ratio of current assets to liabilities is almost 1 to 1, a very gratifying result to all parties concerned.

The stock of logs on hand available for mill operations at Vicksburg is ample to continue sawing for at least sixty days and the creditors' committee will be in a position, if necessary, to liquidate the remaining outstanding indebtedness without sacrificing any of the valuable timber holdings of the firm.

Otis Company Assists Employees

The Otis Manufacturing Company of New Orleans has voluntarily met increased living cost by raising the wage scale of its employes a straight ten per cent. As 250 New Orleans families are represented in the employed forces of the Otis company, the increase will have material bearing on the population of the city. In reply to the announcement of the wage increase, the employes organized to demonstrate their appreciation, the expression of which took the form of a parade through the property of the Otis company. Suitably inscribed banners were carried, expressing the thanks of the marchers.

The Otis company was established in 1870 by the late Henry Otis. Owning a complete steamship line, which keeps it supplied with mahogany logs from the tropics, it is enabled to operate continuously. The Otis plant is said to be the largest producer of mahogany lumber in the world.

Hardwood Mill for Ashdown, Ark.

It is reported from Little Rock, Ark., that a big hardwood mill and planer will soon be located on a tract of sixteen acres, a mile east of the city. It is said the pay roll will be \$5,000 a month. Six small subsidiary mills located along the Little and Red Rivers will co-operate with the larger plant.

Enlarging Millwork Plant

The Wilbur Lumber Company, Waukesha, Wis., has under construction the erection of an addition to its millwork plant, which will be 266x38 feet, providing for about 10,000 feet additional floor space. New machinery will be installed and the present equipment re-arranged.

Mengel Box Company Gets Big Order

One of the first large government war orders to be placed in the Louisville district was announced a short time ago by the Mengel Box Company, which reported that it had received a large ammunition box contract, and would make up approximately 500,000 boxes for the use of arsenals and manufacturers in supplying the navy, principally.

Col. C. C. Mengel closed the deal in the East and has just returned with the order, which will be rushed right through the plant. During the past two years the company has handled several large shell and ammunition box contracts for American manufacturers supplying the European and allied government demand, and is well fixed to handle this big order. Rumors are to the effect that the order will run to about an even million dollars, the boxes being large and of unusually substantial construction.

Memphis Preparing for War Business

Members of the hardwood trade here are still confident that there will be large orders from government sources and they are making preparations to take care of these with as little delay as possible. It is quite generally understood that the improvement in the flat car situation here is directly the result of the appeals made by lumber interests to the authorities at Washington to provide enough timbers to take care of needs of the government along this line. All other appeals had been without effect but when the government became impressed with the importance of preparedness along this line results were forthcoming in rather quick order. Box interests are already securing orders for war purposes and the stove people are anticipating developments along this line in the near future in the industry they represent. Other woodworking interests are also indulging in preliminary efforts to take care of what may be required of them and altogether lumbermen in all lines are showing a spirit of patriotism that is quite marked. The American Oak Manufacturers' Association, the Gum Lumber Manufacturers' Association and the Associated Coopers Industries are all keeping in close touch with developments at Washington and they will be ready with little advance notice to look after the needs of the authorities.

There is a possibility that a Memphis firm may secure contracts for the building of submarine chasers. Joe Lamb of the Larkin Company of America, which operates a big branch plant here, has submitted bids for the construction of some of these destroyers and has only recently returned from Washington where he went in connection with these bids. He says that if the contracts are awarded to him or his firm for the building of the hulls for these craft he will begin the building of ways on the Mississippi at once preliminary to the actual construction of these chasers. It is estimated that 90 to 100 days are required to construct the hulls.

Joe Thompson Heads Riel-Kadel Lumber Company

Joe Thompson, formerly vice-president of the Dudley Lumber Company, Inc., of Memphis, has assumed the presidency of the Riel-Kadel Lumber



OTIS EMPLOYEES EXPRESS APPRECIATION BY PARADE

Company of the same city. Herman Katz of Memphis becomes vice-president.

The company takes over all the old contracts for both buying and selling, and will continue to conduct a wholesale business specializing in white ash. Extensive export trade as well as domestic business is planned.

As previously announced in *HARDWOOD RECORD*, Charles G. Kadel, until recently president of the company, will continue as director with William Pritchard, who was also a director before the reorganization.

Mr. Thompson has been active in southern hardwoods for fifteen years, while Mr. Katz, who is a nephew of Moses Katz, former vice-president of the E. Sondheim Company, has about twelve years of experience in the same line to his credit.

Log Drifting Over on the Guyandotte

According to reports from Huntington, W. Va., "finis" is being written to a story which, while closely linked with industry, has for many years been well apart from it. With the completion of the "drifting" season this year the last of the logs to be brought down that famous, natural thoroughfare, the Guyandotte, will have been secured in the storage booms. For seventy-five years the timbermen have been working on and along this stream, getting out logs from its banks and bringing those from more interior points to this economical means of transportation.

It is stated that the last of the piers near the mouth of Russell Creek will be removed this spring, thus closing up the industry for all time.

The Guyandotte Boom Company, subsidiary of the Crane interests, was advertised for dissolution. This company had been the chief factor in the river work.

Pennsylvania Timber Deal

The sale of the holdings of the United Lumber Company of Somerset, Pa., has been effected by Senator W. E. Crow of Uniontown, Pa., receiver for the Schofield Lumber Company of Philadelphia. Consideration is in the neighborhood of \$75,000. The receiver reserved a large amount of lumber stored at Humber.

Prominent Lumbermen Become Shriners

Three prominent lumbermen of Wisconsin were among the 107 Knights Templar who were admitted to Wisconsin Consistory, Ancient Accepted Scottish Rite, and received the 32d degree in Masonry, at the fifty-fourth semi-annual convocation of the various bodies of the Scottish Rite, which was held at Milwaukee, May 14 to 18, inclusive. They are: John T. Phillips, president Diamond Lumber Company, Green Bay, Wis.; Pierson Kneeland, treasurer Kneeland-McClurg Lumber Company, Phillips, Wis., and Glenn W. Priestley, president W. E. Priestley Lumber Company, wholesale lumber, Milwaukee. The class, which numbered 107 and was the second largest ever admitted to Wisconsin Consistory, selected Mr. Phillips of Green Bay as its president. Upon attaining the 32d degree, the class received the degrees conferred by Tripoli Temple, Nobles of the Mystic Shrine.

A Remarkable Table

The table illustrated on this page is in the dining room of the Lumbermen's Association of Chicago and is made from quartered figured gum, manufactured by the Utley-Holloway Company of Chicago at its Arkansas mills. The hardwood members of the Lumbermen's Association of Chicago have always gathered at luncheon around one table and the Utley-Holloway Company conceived the idea of putting in a suitable round table that would accommodate all those who came. Twelve to fifteen people can sit around this one board, and it is practically full every noon.

The table was manufactured by Louis F. Nonnast, Chicago, and was originally twelve feet in diameter, but could not be taken into the rooms and had to be cut down, so that its diameter is now eight feet.

Further Shipbuilding Enterprises

The activity along the Atlantic seaboard in ship construction continues. Baltimore seems to be the center of quite a remarkable development in this revived industry. The latest enterprise is known as the Elkton Southern Shipbuilding Corporation, which was recently incorporated in Maryland with a capital stock of \$10,000,000. The Corporation Trust Company of America represents the capitalists. The company intends to establish yards for the construction of wooden vessels at Elkton, Md.

There are various other new enterprises under consideration and with them the interest in lumber is growing every day. West Virginia oak has come in for a good deal of attention.

Two firms are mentioned briefly in a recent

issue, the Baltimore Shipbuilding & Dry Dock Company and the Maryland Shipbuilding Company of Boston. The latter company has a tract of 1,800 feet front on Bear Creek and 1,200 feet on Fleming's Cove. There is room here for the erection of ways for twenty vessels at one time. It is said 1,500 men will be employed, and one vessel is to be turned out a month.

Pertinent Information

Philippine Forester Explains Use of Metric System

In a recent issue of *HARDWOOD RECORD* there appeared a notice of a bulletin covering the commercial woods of the Philippine Islands, which article criticised the general use of the metric system and of terms of Philippine currency in the report. Another criticism refers to lack of information as to place of sale and selling price.

The criticisms have been answered by Arthur F. Fischer, Director of Forestry, Manila, who says:

"The metric system of weights and measures is the only one authorized by law in the islands and its use in government publications is therefore obligatory."

He then refers to the fact that the tables giving the equivalents in English weights and measure are published in prominent places. He states also that the law permits the use of the American system for measurement for sawn lumber.

Regarding prices he says: "It should be noted that the ratio between Philippine and United States currency is given at the bottom of page 10. This ratio being two to one, the conversion of Philippine prices into United States currency is even easier than that of centimeters into inches."

In speaking of the place of sale and prices he says: "It has not been customary to print this in Philippine government publications, and unfortunately any mention of it was omitted in the letter of transmittal sent you with the book."

He then refers to Bulletin 14 which contains this and a good deal of other information.

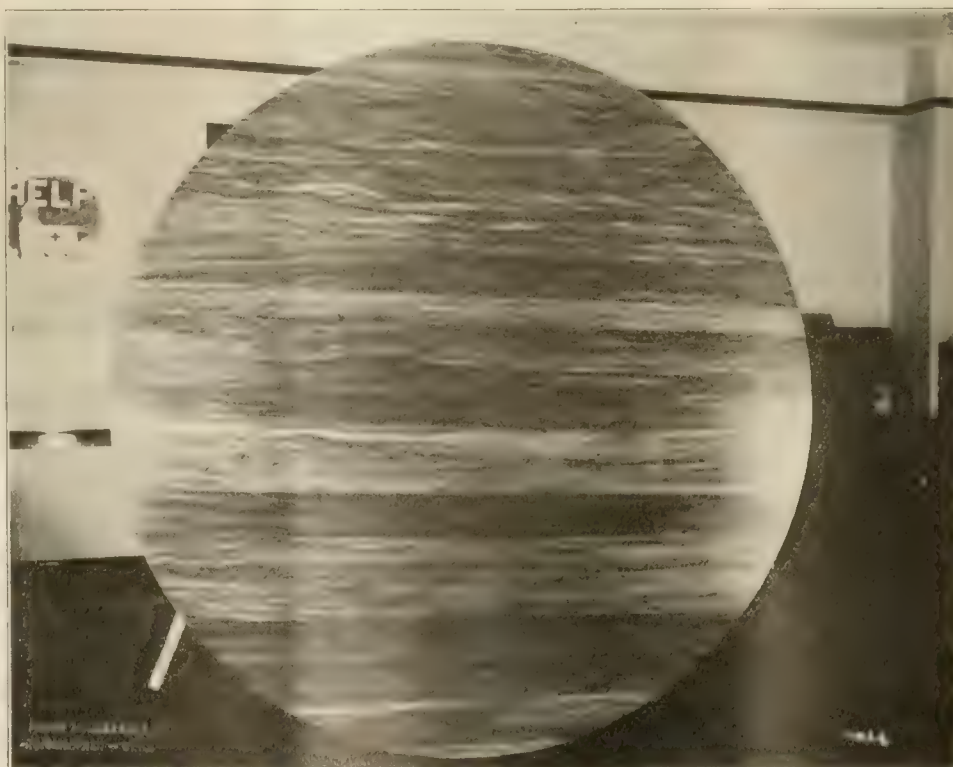
Mr. Fischer includes in his letter a list of publications covering Philippine woods which can be secured from the Bureau of Forestry at Manila, or from the Bureau of Insular Affairs, Washington, D. C., as follows:

The Forests of Mindoro, (Bulletin No. 8, Bureau of Forestry, 1908);

A Philippine Substitute for Lignum Vitae (Mancono), (Bulletin No. 9, Bureau of Forestry, 1910);

The Forests of the Philippines, (Bulletin No. 10, Bureau of Forestry, 1911);

The Uses of Philippine Woods, (Bulletin No. 11, Bureau of Forestry, 1911);



EIGHT-FOOT TABLE OF ST. FRANCIS BASIN RED GUM FURNISHED THE LUMBERMEN'S ASSOCIATION OF CHICAGO BY THE UTLEY-HOLLOWAY COMPANY

Volume Table for Round Timbers, (Bulletin No. 12, Bureau of Forestry, 1912);

Philippine Dipterocarp Forests, Philippine Journal of Science, Vol. 9, Section A, Nos. 5 and 6, 1914);

Commercial Woods of the Philippines, Their Preparation and Uses, (Bulletin No. 14, Bureau of Forestry, 1916).

Besides this the bureau has for distribution miscellaneous matter in which are annual reports for recent years: "Export Timbers," containing a short article on woods for export; "Forest Resources," and a sold at ten cents apiece, United States currency.

number of small wood specimens of over 200 species of wood, which are

Woodlots Furnish a Great Deal of Lumber

According to the announcement of the Forest Service the farm woodlots of the country furnish far more material than is credited to them by general opinion. They not only furnish immense quantities of material for local use, but are important sources of supply for timber for the general market.

Much of the choice hickory, ash, walnut and white oak now in use come from the farm woodlots, many of which contain timber every bit as good as that in the larger tracts and fully as capable of yielding high-grade lumber if properly sawed and seasoned. Others have large quantities of pulpwood suitable for paper making, low-grade lumber for boxes, bolts for slack and tight cooerage, and excellent material for veneers, all regular products of the farm woodlots.

According to the report in 1909 the farmers of the eastern states alone received from the sale of their woodlot products an average of \$81 for each reporting farm, or a total of nearly \$170,000,000. This was more than the value of the entire potato crop, nearly double that of the tobacco crop, and more than twice that of the combined barley and rye crops. In that year there were nearly 143,000,000 acres of farm woodlots in the eastern and central states. This was a decrease of only about 15 per cent from the figures reported in 1880.

Building Operations for April

The record of building operations for the month of April, as shown by the permits issued in 115 principal cities of the United States, reveals the extent of the initial chill to this great industry by reason of the entrance of our country into the European war. In the light of all circumstances the decrease may be regarded as quite moderate. These permits, as officially reported to the *American Contractor*, Chicago, total \$86,100,925, as compared with \$94,029,102 for April, 1916, a decrease of 8 per cent. The January statement this year showed an increase of 11 per cent. For February, and again for March, the totals shrank 5 per cent, when compared with the corresponding month last year. There would naturally be some withholding of applications for building permits with the uncertainties of war effects and the significant feature about the April statement is that the decrease was not greater than 8 per cent.

Of the 115 cities represented in the aggregate 69, or 60 per cent, record losses, while 46, or 40 per cent, show comparative gains. The total number of permits issued for April was 29,823, compared with 32,288 for April, 1916, a decrease of 8 per cent.

Lumberwomen at Work

In some of the southern sawmills and lumber yards negro women are taking the places of men who have joined the army and navy. An example of this may be seen at Kiln, Miss., where about one hundred employes of the Jordan River Lumber Company have enlisted and their places have been filled, in part, by women. White women now constitute the forces in the store, and colored women in the lumber yard. The experiment is said to be proving wholly satisfactory.

A New Wood for Pipes

Tests have been made with the wood of a small western hardwood, known as mountain mahogany, which shows that it is suitable for tobacco pipes. Most wooden pipes are now made of French briar wood or of mountain ivy. There is no scarcity of ivy, but briar has become scarce and expensive. Mountain mahogany is found in a region of nearly a million square miles westward of the Rocky Mountains and there should be no trouble in procuring enough of it to meet all demands. Its name is misleading, for the wood is not mahogany but is closely related to wild cherry.

Handbook for Woodsmen

A volume small enough to carry in the pocket, and yet containing more than 400 pages, under the authorship of Jay L. B. Taylor, and bearing the title *Handbook for Rangers and Woodsmen*, is just from the press of John Wiley & Sons, New York.

The book bears evidence on every page that the author speaks from experience of active life in the woods. He is a United States forest ranger and a graduate of the great open air school of "Savy Hike."

He gives the advice of an expert on such topics as the clothing a woodsman should wear; the camp equipment he will need for self and horse; the tools he needs; how to build trails and bridges and put up telephone lines; blasting rocks and stumps; erecting camps and other buildings; constructing fences; packing horses and wagons; and all about emergency repairing of all sorts of equipment and outfit, and first aid to the injured.

The lumberman will find in this book much on the subject of woods work, such as estimating timber, felling trees, bucking logs, measuring, surveying law and the methods and instruments used; fire fighting, camp

cooking and looking after the meat supply. There is discussion of measures of all kinds, and numerous rules and tables. The book is really a cyclopedia upon the subjects which it covers.

Samples of Wisconsin Woods

The public museum of Milwaukee is planning to collect samples of all the woods growing in Wisconsin. They will be prepared in a way to show the grain and color of the woods and will form an interesting collection. Huron H. Smith, curator of botany in the museum, says there are seventy-seven kinds of wood native to the state. This is about one-eighth of all the tree species found between Mexico and the Arctic ocean.

American Timber Law

A small volume of much interest and value has just come from the press of John Wiley & Sons, New York, "The Essentials of American Timber Law," by J. P. Kinney. It is interesting reading even for those who are not particularly interested in the points of law which it covers. Its statements are concise as to what the law is and what it is not on hundreds of matters that may come up any day to plague or perplex those who deal in a practical way with timber. Elaborate citations of cases and authorities are given in the footnotes for guidance of those who may want to make special investigations of the law and of court rulings on any particular subject. Among the larger divisions of the subject are the following:

- Forms of private possession of land and incidents thereof.
- Trees and timber as property.
- The liability of a tenant as to waste.
- Doctrine of waste as applied to timber.
- Remedies for waste.
- Civil liability for trespass upon timber and for the conversion of timber products.
- Statutory liability for timber trespass.
- Contracts regarding growing timber.
- Contracts regarding the preparation and manufacture of timber products.
- Contracts for the sale of timber products.
- The inspection and measurement of timber products.
- Transportation of timber by floating.
- Standing timber as included in a mortgage.

Elm for Shipbuilding

It may not be generally known that American elm is a competitor of teak as material for certain parts of British war vessels. The heavy parts are of steel and iron, but finish may be of wood. The rails are usually of teak or elm, and the latter wood is in as much demand for that purpose as the former. In the construction of ordinary steamers in England and Scotland, longleaf pine from the southern states is in much demand. The British Isles produce very little ship timber of any kind. Douglas fir from the Pacific coast fills an important place in the English ship building business.

Chestnut Oak Ties for Treating

Until recently practically all railroads in the United States accepted chestnut oak on the same basis as white oak. However, tests at the Forest Products Laboratory and at one commercial wood-preserving plant show that chestnut oak is much like red oak as regards ease and desirability of treatment. White oak is, because of its durability, one of the most desirable tie woods in its natural state, but is difficult to treat. Red oak is less durable untreated, but takes treatment readily. One railway company has already changed its classification so that chestnut oak will be accepted as a treatment tie and classed with the red oaks. Other railroads are proposing to make the same change in classification. The general opinion of railroad engineers seems to be that chestnut oak is more durable than red oak and less durable than white oak.

British Lumber Situation

The importation of timber and lumber into Great Britain is totally prohibited, except under special license. Restrictions on imports were restricted more and more until finally a sweeping order cut everything off. The purpose was to divert lumber-carrying ships to other purposes.

The result of this policy took effect at once in the more rapid cutting of home timber, which was not plentiful to begin with. Young forests are being cut which, in normal times, would not be touched for another forty years. If the present rate is maintained, there will be no growing timber of consequence in the British Isles at the close of the war. The home supply of softwoods will last about a year. Box makers are among the largest users, and low grade stuff can be used for that purpose. The labor for cutting home timber is a serious problem. Women are taking the place of men in some of the timber-cutting operations. England has about 6,000,000 acres of land that is or has been in forest.

Boring Insects and Black Walnut

It is claimed that boring insects do not attack black walnut, though they attack Circassian, English and French walnut. Odor of black walnut is a little different from the others, and this may account for this wood's immunity from attacks by destructive insects. It is important in furniture which is peculiarly liable to be infested by boring enemies. The testimony in favor of black walnut appears to be of a negative nature thus far; that is, nobody has seen and reported damage to this wood by insects after the wood has become dry.

Sawmill Boiler Practice

Information received from various associations by the Forest Service in regard to the present sawmill boiler practice in various regions makes

it apparent that the Dutch oven furnace and return tubular boiler are the most popular combinations, and that the automatic feed of sawdust and hog chips is almost universal. In most of the regions from which reports have been received, trouble from lack of steam does not seem to have arisen, but manufacturers of cottonwood and gum have complained of difficulty in securing sufficient steam even when using all the available waste. It has been stated, also, that cypress and redwood mills sometimes encounter similar difficulties.

Beating the Submarine

More than one case is on record of lumber laden ships which refused to sink when torpedoed. The submarine is powerless to send them to the bottom. A recent instance was in the case of the steamer Jupiter, a vessel of 2,124 tons. It crossed the North Sea with a cargo of lumber, but was attacked off the east coast of Scotland by a torpedo boat which did all in its power to send it to the bottom, but without success. The lumber kept the ship afloat and it was subsequently towed to port, its cargo and the damaged vessel saved.

Our Stave Experts

The London *Timber Trades Journal* says in its issue of March 24:

The volume of staves moving towards this country from America during the year has been very great indeed. This has been rendered possible by a very healthy demand on this side for stout staves for spokes, and also for other sizes for cooperage work. Fortunately for this particular form of wood goods, the shape and size lends itself very readily for stowage purposes, so that where freight could not be obtained for lumber and planks, it was easily secured to help to properly stow cotton and other goods. Prices in this as in other woods have simply bounded forward, and the figures when the year opened had been left far behind long before the close of 1916.

Plank Roads in War

One of the large demands for lumber in the European war zones is for material used in building plank roads across swamps, sand ridges, and other soft soils. Planks two or three inches thick are preferred, and when sawed lumber cannot be had, round poles and small logs may be substituted. The latter constitutes a corduroy road. Little American lumber has been put to that use in Europe, because cheaper material has been obtainable. During our Civil War long stretches of plank road were built in the South, chiefly in Virginia; and after the war closed much of the lumber was pulled out of the mud and sand and used by farmers in building houses, barns, and fences.

Hickory Holding Its Own

It has been stated that hickory is holding its own and is growing as fast as it is being cut. This information is encouraging, because it is one of the most important of our trees. It has been called the indispensable wood, for the reason that it has no substitute for some purposes. The tree is tenacious of life. If its long tap-root once makes its way deep into the soil, the tree is fixed for good, unless unusually bad luck overtakes it. It thrives well in open ground, and is much in evidence in cutover tracts of hardwood where nuts, which squirrels have buried, germinate and grow rapidly. It is in lands such as these that the new supply will be found. The open ground tree is known as second growth, and being tough and white, it is regarded as better than the slow-growth forest hickory. It may be expected that the quality of the hickory of the future will be in no way inferior to that of the past.

Women Timber Cutters

Near Buckwell, England, a contract for cutting mining timbers has been let to a company of women who are going about the work in a business-like way. They will live in camps near the work. A large part of the cutting will be done with cross-cut saws. The contract was let at the Woman's Department of the National Service, and the outcome will be watched with interest, for the work is looked upon as an experiment.

Wood Pavement Outlasts Granite

At Poplarborough, England, they have given severe tests of the comparative wearing qualities of wooden and granite pavement on streets where the traffic by heavy, iron-tired trucks is severe. A committee which has investigated the matter has reported that the granite pavement has suffered more than the wood, and creosoted wooden blocks have been recommended where traffic is extraordinarily heavy.

Educating the Woodworkers

The Y. M. C. A. of Grand Rapids, Mich., has planned something new in its line of work in that city. It has arranged for an educational class for the benefit of members employed in the various woodworking factories in the city. Instructors will be provided and classes held to cover subjects such as cutting, sawing, piling, and air-drying. There can be no question that good will result from such a course of lectures, for which practice and experience are good teachers. Many an efficient short cut can be provided by capable instruction.

Wooden Barrel Coming Back

The wooden oil barrel is coming back. As a matter of fact, it never was wholly absent, but for a time it was crowded uncomfortably by the steel barrel. High cost of steel has had its effect in boosting the wooden barrel until it is rapidly regaining the ground lost to its competitor. The wooden oil barrel now costs about two dollars and the steel barrel from eight to twelve. The difference in cost far outweighs any difference in actual service, and it may be expected that the wooden container will make a hard drive on its metal competitor. The oil barrel is usually of oak and is of a little lower grade than the whiskey barrel.

Another Substitute Appears

Wooden paving blocks are so satisfactory and so cheap that it is the last place one would look for substitutes; yet, the prediction has been made that glass will be a competitor of wood before many years. This prophecy is based on experiments in Lyons, France, where glass paving blocks have been pronounced economical and otherwise satisfactory. It is quite probable that a glass block will outlast wood, and in the long run may be as cheap; but one of wood's highest recommendations is its noiselessness, and it is not probable that glass can be a competitor in that respect.

Parting with Historic Furniture

It is claimed by those who should be informed on the matter that London and Paris are in the unfortunate position of being forced to exchange the luxury of death for the luxury of refinement. Almost daily nowadays furniture sales are being held in those cities, when the fine furniture of pinched noblemen and others in possession of old, historic homes is being put on the block and sold to Americans with more money than good furniture, and at these sales are being sold much of the best furniture that remains in England and Western Europe, such furniture as only the great masters of England and France made. And the money from those sales—it is being spent for death dealing shells. Thus is Europe paying for its murdering shells with its old furniture and decorations of the highest refinement. It is estimated that in the last five months more than \$12,000,000 worth of historic furniture has been "traded" for a like equivalent in engines of destruction, with beautiful homes in America being the great gainers.

Movement for Better Homes

Minnesota can see no reason why the people of that state should not be assisted in planning neat and artistic homes that can be built at moderate expense, from \$2,500 to \$3,000. A movement of that kind is calculated to discourage the box house consisting of four plain walls, roof and floor. Accordingly, the Minnesota State Art Commission, which is a department of the state government, has issued a booklet of house plans which is sold for four cents. The plans have been worked out by architects and aim to give as much as possible in the way of attractiveness, comfort and convenience in the way of homes of moderate cost. The movement has proved popular and bids fair to bring a great improvement in the style and appearance of country and suburban homes. The commission's address is 504 Essex building, Minneapolis, Minn.

Purchases of Forest Lands

The government had completed the purchase of 706,974 acres of forest land in the Appalachian region up to June 30, 1916, under the Weeks law. This land extends in isolated tracts from Maine to South Carolina. The purchase of additional tracts is contemplated, and in many instances the process of clearing title, or acting on reports is far advanced. The following summary gives the status of the business in the several states:

State and area.	Purchases authorized (estimated.)	Purchases completed (actual survey).	Reports in Department of Justice.	
			For opinion (actual survey).	For condemnation (actual survey).
Acres.	Acres.	Acres.	Acres.	Acres.
Georgia:				
Georgia	62,095	31,449.99	66.70	27,345.38
Savannah	35,827	11,345.86	403.72	20,064.32
Maine:				
White Mountain...	24,825	.....	.....	.....
New Hampshire:				
White Mountain..	270,849	195,215.87	.....	38,961.35
North Carolina:				
Boone	36,386	.....	.....	.....
Mount Mitchell...	76,050	34,817.66	228.57	11,382.87
Nantahala	39,903	31,711.41	114.54	1,041.17
Pisgah	86,700	49,703.75	.....	.....
Savannah	39,839	16,879.18	13.51	14,798.07
South Carolina:				
Savannah	25,508	.....	.....	17,066.59
Tennessee:				
Cherokee	135,976	72,467.69	25,551.09	9,281.20
Smokey Mountain..	117,113	.....	.....	.....
White Top	57,000	39,167.82	118.49	10,098.58
Unaka	49,949	.....	38.70	21,302.44
Virginia:				
Massanutten	66,792	23,211.86	8,803.11	13,941.99
Natural Bridge	84,071	32,264.96	20,590.52	415.73
Potomac	62,334	37,587.59	3,197.59	8,481.42
Shenandoah	124,569	84,377.87	.....	18,421.18
West Virginia:				
Monongahela	52,610	22,809.74	546.06	18,706.73
Potomac	16,319	10,644.80	569.80	1,166.75
Shenandoah .....	.....	13,318.45	.....	.....
Total	1,464,715	706,974.50	60,242.40	232,475.77

High Cost of Harness

A harness manufacturer has contributed some figures on the cost of harness. The chief item is the leather of which the harness is made. He places the cost of leather that goes into a good set of harness at 66 pounds, worth 70 cents a pound, total \$46.20. Trimmings add six dollars and labor six. This puts the total cost of the set at \$58.20. That makes no allowance for overhead expense or for the profit which the manufacturer must have if he expects to succeed in business.

American Woods in Palestine

The wheat fields and orange groves of Palestine are being supplied with American agricultural machinery. Water for irrigating the orchards is no longer raised by foot-power pumps, but by improved machinery. Plows, harrows and reapers are made in America, and the scratch plow and the flail which came down from the days of Sanchuniathon are disappearing before the march of modern ideas. American ash, oak and hickory are the chief woods making the agricultural implements. When Palestine shall be freed from the Turks, as a result of the present war, markets for American products may be expected to increase greatly in that region.

The Wooden Car's Record

Some interesting figures on steel and wooden cars were quoted recently before the Western Railway Club, Chicago, by William Queenan, assistant superintendent of the Burlington railway shops. He gave records of 1,000 cars of each type built in 1903. During the last fiscal year 167 of the wooden cars were in the shops, and 332 of the steel, and the average cost per car of the steel car repairs was 36 per cent higher than of the wooden or composite cars. The average number of the cars repaired shows fewer repairs were needed by the composite cars and that the number in service therefore was larger.

Planning for the Future

B. P. Kirkland, professor of forestry in the University of Washington, contributed a paper to the January, 1917, issue of American Forestry in which he discusses the "continuous forest production of privately owned timberlands as a solution of the economic difficulties of the lumber industry." He sums up the fifty-page article as follows:

Regardless of the public interests, we may be sure that control will come. Unlike some of our other industries, the choice is still open between effective democratic organization first or an autocratic organization controlled by banking interests and eventually by highly centralized concerns. The democratic organization will permit existing moderate sized units to combine for those things where national cooperation is essential and to operate independently in regard to those things which have to do with individual productive efficiency and self reliance—under banking control individual development will be forced into prescribed channels in all lines. Which course shall we choose?

Specializing in Aeroplane Stock

The extent of the aeroplane business is shown by the fact that mills are beginning to specialize in stock for these machines. The Sitka spruce operators on the Pacific coast are preparing to make the most of the situation. The great size attained by the trunks of that tree, and the high percentage of absolutely clear stock, render it peculiarly adapted to aeroplane construction. It is essential that the material be without defect of any kind. The inspection of the wood that goes into aeroplanes is the most rigid of all industries in the world. The timber which is being cut for this purpose on the Pacific coast sometimes runs as high as 10,000 feet per log of twenty-four feet length. The red spruce of West Virginia is in every way equal to the Sitka spruce of the west, except in size of the trees. The material cut from the eastern tree must be more rigidly inspected.

Building Lumber Scarce in Sweden

Swedish lumber exporters are growing rich by selling abroad at war prices; but a peculiar and unpleasant situation has developed at home. No building is going on there, because home people cannot afford to buy lumber at prices paid by foreign buyers. The housing problem has become acute in consequence, and the complaint is heard, and apparently not without reason, that the exporters are selling the roofs from over their countrymen's heads.

From Forest to Farm

Most of the Indians who once roamed the wilds of this country chose extermination in preference to civilized life; but late reports show that the remnants of the red race in northern Wisconsin are not so short sighted. They have generally sold the timber on their lands and have realized good prices for it, and they have turned from the forests and the fishing streams to the wheat field and the stock farm. Many of them have become successful agriculturists and cattle raisers, and the rest are inclined to follow their example. The forest has no further use for them or they for the forest, except in common with their white neighbors.

Big Carloads of Lumber

Considerable rivalry has developed of late among shippers of lumber to see who can send out the biggest carload. The contest is still open and no prize has been offered to the winner. No car that carries less than fifty thousand feet can win, because several have already exceeded that quantity. The contest is open to all in the United States without regard to the kind of lumber shipped or how far. This marks quite an increase over the carloads thirty odd years ago when the fact was widely published that a teamster with twelve horses and a train of three wagons, in California, hauled more lumber at one load than any railroad car could take. His load was 16,000 feet of sugar pine, a wood of about the same weight as eastern white pine, and he hauled it forty miles.

The English Change Flooring Measure

A slow and steady change in the method of measuring flooring is taking place in England. Formerly floors and flooring materials were measured by the square, which is 100 square feet. The man who bought flooring lumber paid so much a square for it. It is now becoming a common practice there to measure flooring by the superficial foot, as we do in this country. It has taken a long time to bring about the change, because the British lumber dealer is slow to turn from old customs and try new.

Timber Resources Compared

The greater part of the world's timber resources are in the United States, Canada and Russia. The total stand in Canada is placed at 800,000,000,000 feet, that of the United States at 2,800,000,000,000, and that of Russia is generally believed to be still greater, but no authority can be found for quoting precise figures on Russia's forest resources. The acreage of timber in that country is fairly well known, but information is lacking as to the average stand per acre. The forests of Canada and the United States have been systematically cruised and the stand is known within an approximate degree of certainty. About five-sixth of the total in this country and Canada consists of softwoods. The Russian supply is believed to contain a higher percentage of hardwoods.

Cotton for Explosives

A lot of cotton goes up in smoke during the present war. In January, February, and March of this year ammunition makers in the United States used 167,306 bales of cotton of 500 pounds each, in the production of high explosives. A common way of stating it is that a bale of cotton is consumed every time a big gun is fired. It depends upon the size of the gun, but even smaller guns use up a considerable supply, when fired at the rate of 12,000,000 shells in two days, as was done recently in one corner of the battle now going on in France. The consumption of cotton in that way helps to explain the high cost of paper, for 30,000,000 pounds of cotton a month would make a lot of good paper.

Hardwood News Notes

< MISCELLANEOUS >

The Newcomb Mantel & Furniture Company has been incorporated at Jackson, Tenn., by A. D. Baird, J. S. Wright, John Godley, Jr., and John W. Gates. Capital, \$25,000.

The E. J. Pfeiffer Company's planing mill at Stevens Point, Wis., burned recently, the loss being estimated at \$20,000.

George A. Glerum, William Latta and Fred Davy have organized the Evert Manufacturing Company to manufacture whiffletrees at Evert, Mich. Its capital is \$30,000.

The death is announced of J. L. Dickelman, president of the Dickelman Manufacturing & Lumber Company, Forest, O.

At Jefferson City, Mo., the J. M. Hays Wood Products Company has been incorporated and will manufacture saddle trees.

The Asheville Lumber Company, Asheville, N. C., is liquidating.

S. B. Meisenholder has been appointed receiver for the Eureka Bending Wheel Works, York, Pa.

At Lufkin, Tex., the Lufkin Veneer Company has been incorporated.

Among shipbuilding concerns recently incorporated are the Rolph Shipbuilding Company, San Francisco, Cal., and the Raymond Shipbuilding Company, Raymond, Wash., the Ward Shipbuilding Company, Kennebunkport, Me., with a capital of \$25,000.

A. E. Cartier & Sons Company, Ludington, Mich., has sold out to George Abair.

Cafisch, Alling & Mauer have succeeded the firm of Cafisch, Spicker, Alling & Co., Union City, Pa.

The Rockwell Manufacturing Company, Camden, Ark., has been awarded contracts for rebuilding its recently burned screen door plant, and funds have been raised by the Camden Public Service Bureau to guarantee better water protection.

On May 13 fire destroyed the plant of the Overstreet Crate Company, near Orlando, Fla., the loss being estimated at from \$150,000 to \$200,000, with insurance reported as aggregating \$50,000.

The working hours of the employees of the Parkersburg Chair Company, Parkersburg, W. Va., have been reduced from ten to nine hours a day, with wages remaining the same as on the longer schedule.

The Standard Lumber Company has recently commenced business in the manufacturing and wholesaling of hardwood lumber at Bluefield, W. Va.

The Riel-Kadel Lumber Company has been reorganized at Memphis, Tenn.

< CHICAGO >

H. C. Smith of the Langlade Lumber Company, Antigo, Wis., dropped in this week to see what lumber is worth. The company's new planing mill will be completed about June 1; its sawmill is running full tilt, and from 40,000,000 to 60,000,000 feet annually will probably be produced at the plant. Its enlarged timber holdings in Wisconsin put the company in the A class and when it starts full tilt, it will have some interesting sales suggestions to the trade.

W. E. Vogelsang and John F. Fontaine of the Turtle Lake Lumber Company, Grand Rapids, Mich., spent several days in Chicago this week.

A. S. Bliss of the Payson Smith Lumber Company, Minneapolis, Minn., took a well-earned vacation during the past couple of weeks, being unable, though, to entirely divorce himself from business considerations. Mr. Bliss passed through Chicago a couple of weeks ago on his way to Nashville, his former home. There he intended cruising around among the

southern mills, thus as they say, combining business with pleasure.

S. Burkholder of Crawfordsville, Ind., gets to Chicago every so often. He was in the city this week for a couple of days and says that things are moving with remarkable rapidity in his section.

Secretary F. F. Fish of the National Hardwood Lumber Association, returned last week from a week spent at southern points. Mr. Fish tells of having seen nothing but optimism among the southern manufacturers, and that the promise of even greater activity in the future is recognized in all southern circles.

G. C. Robson, sales manager of the Kinzel Lumber Company, Merrill, Wis., spent several days in Chicago last week. Another prominent northern visitor was A. B. Tipler of the Tipler-Grossman Lumber Company of Green Bay, Wis.

N. J. Downey has withdrawn from the Kurz-Downey Company, he having been president of this concern.

The capital stock of the Harmony Company, city, has been increased to \$100,000.

The business of the Geiszl Woodwork Manufacturing Company, Chicago, has been closed by attachment.

The American Piano, Bench & Lamp Company has been incorporated, locally.

Edward E. Edmanson of the Edmanson Furniture Company, this city, has assigned a replevin of \$500 instituted and business closed by attachment.

A meeting of the creditors of the Rottman Company has been called. Oregon Woodenware Manufacturing Company with a capital of \$30,000 has been incorporated by George H. Kleinsorge, John O. Storey and Jane Kleinsorge.

The Mather Stock Car Company has suffered a loss by fire.

C. E. Curtis of the C. E. Curtis & Bro. Company has withdrawn from active management.

Fire destroyed the Vincent Dlouhy Sash & Door Company's factory at 2138 South Ladin street on May 11, causing a loss estimated at between \$50,000 and \$75,000.

W. M. Morris has withdrawn from J. S. Houston & Co., and a change in operation reported.

◀ BUFFALO ▶

The steamer Arizona brought in the first lumber cargo of the present season, consisting of 457,300 feet of hemlock timbers for the Lackawanna Steel Company. Another early cargo is on the steamer Linden, which has a cargo of various woods for T. Sullivan & Co. Some of the yards here will not receive any lumber by lake until after June 1. This does not mean that no receipts are coming in, for rail service is being depended on to an unusual extent this year.

The semi-annual exposition of the Jamestown, N. Y., furniture manufacturers is attracting the usual amount of attention from buyers in various sections of the country this month. The show opened on May 8 and continued for two weeks. The manufacturers will soon have a new building in which to make their displays.

One of Buffalo's most distinguished lumbermen, Luther P. Graves, died on May 13, aged fifty-five years. He had been in the lumber industry for thirty-five years, and was at the head of the firm of Graves, Manbert, George & Co., as well as of Graves, Bigwood & Co., Toronto. He was highly respected by all his business associates, and the attendance at the funeral included representatives from nearly every yard in the city. He is survived by his wife and seven children.

G. Elias & Bro. have been adding extensively to their plant of late and docking has been constructed along the river front for the unloading of lake lumber vessels. All that is needed now is the completion of a bridge across the Buffalo river, and the various yard improvements will be ready.

If plans go through a fleet of wooden vessels, 260 feet in length, will be built on the Great Lakes for service in carrying soldiers and supplies across the ocean. It is predicted that it will take several months to figure out the plans for the construction of wooden boats and to start their construction. The chief difficulty is in getting the engines, machinery and other equipment. It is already discovered that ship carpenters are scarce and they may have to be obtained from the coast before an adequate force is assembled. Buffalo used to build a good many wooden vessels, but has not built anything of account for the last dozen years, except local craft. Timber is scarce, but it is likely that it could be obtained more readily than some other things needed.

◀ PITTSBURGH ▶

The Satler-Hamilton Lumber Company has moved its offices from the Oliver building to 809 Bessemer building, where Mr. Satler was in business for years.

The West Virginia Lumber Company has moved its offices from the Conestoga building to the First National Bank building.

J. N. Woollett, president, and C. A. Droz, traffic manager of the Aberdeen Lumber Company, are in the Southwest trying to get better shipments of gum and cottonwood.

The Adelman Lumber Company has taken all its salesmen off the road and will make no further effort in this direction until it gets caught up with its orders. It reports all deliveries very badly broken up.

The Johnston-Davies Lumber Company is doing a nice business in

mining and manufacturing stocks. Prices are strictly O. K. and the tendency of the market is toward higher quotations.

The Pittsburgh Retail Lumber Dealers' Association has applied for permission to change its name to the Pittsburgh Lumbermen's Club, to which most of its members have belonged for several years. The Lumbermen's Club now has nice headquarters at 723 Park building, with R. E. Hartley in charge.

A. Rex Flinn, president of the Duquesne Lumber Company, has gone to Fort Niagara as a commissioned officer. The Duquesne company reports a splendid demand for industrial and manufacturing stocks of all kinds.

The Ricks-McCreight Lumber Company announces that there is more business than can be taken care of in good shape at present. The trouble is not only in getting shipments, but also in getting stocks of lumber from the mills, as most of them are very short on good marketable stocks of hardwoods.

◀ BOSTON ▶

The lumbermen of New England, working with the transportation companies and governments of the several states, will send at once ten complete sawmill units for service abroad. In addition to the necessary machinery, the organizations will require about 360 men. The English war office has accepted the units and will provide for moving the entire complement to enter the service of manufacturing timber, trench props, bridge and road material. Martin A. Brown of the Woodstock Lumber Company and Harry B. Stebbins of H. B. Stebbins Lumber Company, both of Boston, are chairmen of the committees on woodsmen and mill operators.

The Jones Hardwood Company has moved to a suite in the Rice building on High street, Boston. Gardner I. Jones of this firm has returned from Chicago, where he was delegate from the Massachusetts Wholesale Lumber Association, Inc., to the I. C. C. hearing on transit rules.

C. R. Carpenter, who has been recently with B. L. Tim Company of Boston, and W. Whitney Wood, son of William H. Wood and for many years with the William H. Wood Lumber Company, have joined forces in the wholesale field. The new firm of Carpenter & Wood will be located at 209 Washington street, Boston.

The Perry & Whitney Company has moved to the new Fidelity Trust building at 148 State street, Boston.

◀ BALTIMORE ▶

Forest fires are causing great damage among the timber in the mountains of Frederick county and the Blue Ridge of Washington county, in western Maryland. In Frederick county some 7,000 acres have been overrun by the flames, a tract over fifteen miles long from Yellow Springs to the Pennsylvania state boundary having been swept.

The fires on South and North mountains, in Washington country, are also proving very destructive. Hundreds of men are at work trying to check the blaze, but they have had little success so far. The entire Cumberland valley is filled with a pall of smoke.

With the opening of a line of steamers between Baltimore and South American ports by the Baltimore-South American Navigation Company, the first vessel to leave here May 30, a chance will be afforded for the import of mahogany and other rare woods, for which an excellent market now prevails in this country. The big veneer factory here has been getting much of its raw material from South Africa, but the shipments from there are now attended with great delays or made entirely impossible by the heavy destruction of tonnage, and the establishment of facilities for getting stocks outside the danger zone is certain to be welcomed. In addition, the line will permit ship exports of American woods, which have been finding a wider market in the Latin-American countries in recent years.

The Kidd & Buckingham Lumber Company, hardwood lumber wholesaler, with yard on Ridgely street, has purchased the fee simple property at the east corner of Carey and Ridgely streets, and is expected to enlarge its yard facilities.

Building operations during April do not make an impressive showing. According to the report of the building inspector, the declared value of the new structures for which permits were issued did not exceed \$469,395, with \$62,874 more for 95 additions and \$185,400 for 927 alterations, a grand total of \$717,669. This may be regarded as considerably under the average for April, a large deficiency being noted in two-story brick dwellings, which constitute one of the chief forms of such improvements.

The Emerson Lumber Company has been incorporated at Elkins, W. Va., with a capital stock of \$25,000, by T. E. Hardman, B. M. Hoover, O. S. Sayre and others.

◀ COLUMBUS ▶

The new club rooms of the Columbus Lumbermen's Club, located on the sixth floor of the Joyce building are now about completed and the formal opening will be held about June 1. The quarters comprise a half dozen large rooms, which have been altered to suit the needs of the club. It is the plan to keep open house at all times and make it a headquarters for the lumber industry, both wholesale and retail. Seymour Brown is president; James McNally, vice-president; P. H. Rond, secretary and Frank Lumbert, treasurer. The club is now canvassing the situation as to starting a restaurant for the benefit of the members. An announcement is expected in the near future.

The work of organizing all districts in Ohio under the auspices of the

Ohio Building Supply Association has been completed by the officers and H. S. Gaines, assistant to the president, with headquarters in Columbus. The state is divided into 30 districts, each of which has a president and secretary, which report to the state organization. In all the membership of the organization is now over 600 and is rapidly increasing. Much interest and enthusiasm is being shown in all parts of the state. The officers are now working to perfect plans for the annual outing of the organization to be held at Cedar Point some time in July, the exact date to be announced later.

A deal by which the Cumberland Valley Lumber Company, with headquarters in Cincinnati, has purchased 20,000,000 feet of hardwoods and white pine in Fentress county, Tennessee, was announced by John Byrns, treasurer of the company. The company has begun the erection of a band mill on the property and expects to be in a position to begin sawing in about six weeks. The poplar and white pine timber on the property is reported to be of very fine quality.

The state industrial commission announced it soon will enforce the law passed at the last legislative session, making employers of contractors liable for injuries sustained by employees of financially irresponsible contractors. The commission advises persons not to award work to contractors until they ascertain that the latter have taken out state insurance. The number of irresponsible contractors of various kinds is so large as to necessitate the new law to protect workmen, the commission says.

The Columbus Builders' Supply Company is the name of a new concern with offices located at 34 West Spring street, Columbus, O., and a large yard at 490 Dennison avenue. The concern was organized a month ago to take over the business of the Buckeye Coal & Supply Company. All kinds of building materials are handled and a good trade is reported by the officers. William Kern is at the head of the concern.

The Central Avenue Lumber & Supply Company has increased its capital to \$25,000.

The Eagle Supply Company, Youngstown, has been incorporated with a capital of \$10,000 to deal in builders' supplies. The incorporators are: Chester M. Boyd, H. O. Schwaner, N. W. Rein, H. A. Welch and Paul J. Jones.

R. W. Horton of the W. M. Ritter Lumber Company says trade in hardwoods is quite active and sales are about equally divided between factories and retailers. Prices are high and every change is towards higher levels. The car shortage is delaying shipments and that is the principal drawback to a more active trade.

J. A. Ford of the Imperial Lumber Company reports a good demand for West Virginia hardwoods with prices ruling strong in every particular.

◀ CINCINNATI ▶

The Interstate Commerce Commission has approved the increase class and commodity rates between Cincinnati and Lexington, Ky. The class rate increases range from 2 cents to 7 cents per hundred. The increases are the result of a readjustment which the carriers made following changes in rates necessitated by their effort to remedy violations of the long and short haul section between various Kentucky points. The Lexington Chamber of Commerce fought the advances and the Cincinnati Chamber of Commerce intervened in support of the complaint.

The final report closing the case of the West Alexandria Lumber Company, of West Alexandria, bankrupt, was filed in the United States district court here last week by Referee A. M. Crisler of Eaton. The liabilities amounted to \$36,308 and assets realized \$18,517, of which unsecured creditors secured \$14,509 on claims aggregating \$29,993. Several Cincinnati lumbermen formerly did business with the bankrupt.

Cincinnati cypress dealers were deeply interested last week in the decision of the Southern cypress association to launch a gigantic organization for the holding and ownership of all the freight cars in the United States as a solution of the car shortage. R. H. Downman advanced the idea to pool all cars, from an association that would own and control all freight cars, somewhat like the Pullman Company. The idea is to have Federal enactment to grant them this right. The idea has found much favor throughout the lumber industry.

The Builders' Material Company recently announced an increase in capital stock from \$5,000 to \$10,000.

The individual lumberman is not the only sufferer from the car shortage and embargo as is evidenced by the fact that recently at Hickville a carload of tent stakes for the Federal Government has been tied up so long that it will be necessary to rush them through by express. An embargo is responsible, the Ohio Utilities Commission was informed. When the government itself can not get shipments through even on war orders lumbermen see little hope.

The P. W. Drackett & Sons' Company will double its original plans for the construction of a plant on the site of the W. E. Heyser Lumber Company's acreage grounds on Spring Grove avenue, in Winton Place. Instead of the buildings containing 40,000 square feet of floor space, it is likely that the first bunch of structures will have a total of 100,000 square feet.

◀ CLEVELAND ▶

As the result of a compromise, brought about through E. A. Roberts, secretary of the Builders' Exchange, teamsters are again at work in Cleveland lumber and building supply yards, on terms which promise to be satisfactory for both parties for some time to come.

With the exception of a disagreement between employers and sheet metal workers Cleveland building trades are entirely at peace and work is booming after a delay of two months.

One of the first lumber boats to arrive from the northern lakes was the D. W. Mills, from Cutler, on May 16. The cargo was consigned to the Mills-Carleton Lumber Company, and was unloaded at the Erie street pier. The opening of lake traffic is expected to ease the rail situation from which the lumber business has suffered considerably. Wood manufacturing industries depending on large quantities of lumber have also felt the results of the open lakes, following a noticeable stringency due to the lateness of the lake traffic season. The weather bureau states that an approaching warm spell will make short work of any remaining ice.

A campaign which will do much toward booming building of all kinds was started by the housing committee of the Cleveland Chamber of Commerce, which has had brought to its attention a deplorable shortage in houses and tenements in this city. Wide publicity has been given to this condition through the committee and steps will be taken to bring out capital for this purpose. There is no doubt that the present high cost of material has been responsible for the cancellation of many building projects.

Meeting May 19, the Cleveland Board of Lumber Dealers adopted resolutions to be forwarded to the Interstate Commerce Commission agreeing to such advances in rail rates as the commission may deem equitable, but at the same time emphasizing the protection of a large amount of business closed prior to the middle of April. The resolution states that in view of the car shortage for the past six months, which has prevented a great amount of this lumber from being delivered, an immediate advance would be unfair. A. L. Stone, of the board, has just returned from Washington and Chicago, where he appeared before the committees which are considering the claims of the railroads for increased rates.

Cleveland lumber dealers have again taken up consideration of the Cleveland building code. On the whole, the lumbermen consider it fair and reasonable except in certain respects which are to the disadvantage of lumber as a material, and in favor of substitutes. Stress requirements for both timber and joists are excessive in the opinion of lumbermen. The matter will be taken up soon.

Lumber, building supply, and coal dealers have appeared before a grand jury here in an investigation of alleged agreements contrary to the anti-trust law. The investigation grew out of the policy of building supply dealers to withhold deliveries to all contractors during the recent lookout.

The largest out-of-court settlement in the history of Cuyahoga county was made when the Cuyahoga Lumber Company agreed to pay William Donnelly, a former employe, \$23,000 to adjust his suit for \$75,000 damages for personal injuries sustained in an accident which resulted in his being paralyzed below the waist.

The Alexander Bros. Lumber Company, Cleveland, has increased its capital stock from \$36,250 to \$86,250. The original authorization was \$50,000. James Alexander is president, H. H. Alexander, vice-president and treasurer, and M. F. Fitzgerald, secretary.

New members of the Cleveland Board of Lumber Dealers are the Clifton Park Lumber Company, the Miles Avenue Lumber Company, the Dille Road Lumber Company, the Bohm-Stuhr Lumber Company and the Brookside Lumber Company.

◀ INDIANAPOLIS ▶

An unprecedented demand for lumber of all grades has grown out of government requirements in this market, and it may be said that the trade as a whole is busier at this time than at any period in its history. At Fort Benjamin Harrison, an army post comprising 5,000 acres, arrangements are being completed for the reception of 60,000 troops that are expected to be in training there by September 1. More than 5,000 members of the officers' reserve corps already are in training there, and orders have just been filled for 2,000,000 feet of lumber to construct 100 frame buildings with an average dimension of 20x120 feet. More than 300 more such buildings will be constructed before fall, calling for more than 6,000,000 feet of lumber. In order to meet this demand the Indianapolis lumbermen have started a co-operative movement, naming the following committee to represent the interests of the entire trade: O. D. Haskett of the O. D. Haskett Lumber Company; E. L. Dynes of the Dynes-Pohlman Lumber Company, and George L. Maas of the Maas-Neimeyer Lumber Company. George H. Howenstein is acting as secretary of the committee. The Indianapolis lumbermen have been complimented by the government on the manner in which they have supplied the unusual demand.

John D. Meyer, a lumber manufacturer of Decatur, Ind., died last week of blood poisoning resulting from an infection from a cut on his hand. He was 65 years old. He is survived by a widow, one son, and three daughters.

The Capital Furniture Company, Noblesville, Ind., has reduced its common capital stock from \$50,000 to \$25,000, and has issued \$25,000 in preferred stock.

The F. P. Adams barrel stave factory at Bluffton, Ind., was destroyed by fire last Friday, entailing a loss of \$10,000. The cause of the fire is unknown.

The Dye & Thompson Lumber Company of Francesville, Ind., has changed its name to the Francesville Lumber Company.

The Shelbyville Desk Company, Shelbyville, Ind., has issued \$30,000 of preferred stock.

WE MANUFACTURE bandsawed, plain and quarter sawed
WHITE AND RED OAK AND YELLOW POPLAR
 We make a specialty of Oak and Hickory Imple-
 ment, Wagon and Vehicle Stock in the rough.
 —Your inquiries solicited—
ARLINGTON LUMBER CO., Arlington, Kentucky

The Lowe Bros. Lumber Company, South Bend, Ind., has changed its name to the Lowe Lumber Company.

The Brightwood Lumber Company, Indianapolis, Ind., has been incorporated with a capitalization of \$10,000. The directors are Oscar L. Huey, Curtis S. Hester, Charles W. Bell, William Pence, and Leland C. Huey.

Henry J. Chatten, Milford, Ind., who owns a sawmill at Claypool, Ind., has recently purchased a tract of hardwood timber from Stephen Boyer near Packerton, Ind.

◀ EVANSVILLE ▶

The annual summer outing of the Evansville Lumbermen's Club will be held on the steamer Prince and barge Princess on the Ohio river on Tuesday, June 19. The boat will leave at about two o'clock in the afternoon, and return about eleven. There will be dancing, music and refreshments and at 5 o'clock in the afternoon a fried chicken supper will be served. There will be no more meetings of the Evansville Lumbermen's Club until the second Tuesday night in September.

Harry Massie has accepted a position as traveling salesman with the Chestnutt Lumber Company, with offices at Nashville, Tenn., and mills at Birmingham, Ala. Mr. Massie was with the Evansville Sash and Door Company for a number of years and later was with a large sash and door concern in Chicago. In his new position he has Indiana and Kentucky and reports a good trade.

Mayor Benjamin Bosse, president of the Globe-Bosse-World Furniture Company, who attended the national convention of the furniture manufacturers at Chicago a few days ago, announced upon his return that the furniture factories of the Middle West would continue to operate on full time. Many of the furniture factories in Evansville have enough orders on hand to keep them running on the day and night schedule for several weeks.

J. W. Cunningham, manager of the plant of the Simpson Lumber Company, Washington, Ind., is making several improvements about the plant.

The Coatesville Lumber Company, Coatesville, Ind., has filed articles of incorporation with the secretary of state, the capital stock being \$10,000. The directors of the concern are C. E. Edmondson, R. L. Ader and L. G. Appleby.

Robert E. Wilson, aged seventy-four years, for many years owner of a large furniture factory at Rushville, Ind., and well known to the lumber manufacturers of the central and southern parts of the state, died a few days ago at Long Beach, Cal.

R. A. Thompson, who for many years traveled for the Owensboro Wagon Works at Owensboro, Ky., and who was well known among the lumber people of the southern states, died at his home at Lebanon, Ky., a few days ago.

J. C. Greer of the J. C. Greer Lumber Company announces that his company is now pushing the hardwood end of its business and that trade is good. Bert Tisserand is in charge of the hardwood department. Mr. Greer says his company receives the output of some of the largest mills in the South. Mr. Greer reports that the company's three large stave factories in Tennessee are being operated on full time and that the outlook for the stave market is gratifying.

The various tie companies in this section report a steady trade. A good many ties are being brought here in barges from points along Green and Barren rivers in western Kentucky. The tie business is said to be much better than it was this time last year.

◀ MEMPHIS ▶

The new plant of the Charleston Cooperage Company, now in process of construction at Charleston, Miss., will shortly be in readiness for operation. It is being built jointly by the Lamb-Fish Lumber Company and the Ozark Cooperage & Lumber Company of St. Louis, and will be operated under the management of the latter. There are some 70,000 acres of timber from which the company may draw its supplies and this means operation for an indefinite period. The bolting and sawmill, the steam boxes and the finishing sheds are all nearing completion and it is anticipated that the entire machinery will be going by June 1.

The Chickasaw Cooperage Company has filed an amendment to its charter through which it seeks to increase the capital stock from \$30,000 to \$150,000. The application is signed by Walker Wellford, general manager of the company, and all of the other principal stockholders. This company has only recently completed the reconstruction of its big cooperage plant here destroyed by fire some months ago. It has likewise substantially increased the capacity of its other finishing plant, located at Gretna, La. Furthermore, it has recently installed two rough mills for getting out material in the woods. One of these is located at Parkin, Ark., and the other at Crowder, Miss. Mr. Wellford is president of

Associated Cooperage Industries and is one of the big factors in the cooperage trade of the country.

The Sells Lumber & Manufacturing Company has recently secured an amendment to its charter through which the capital stock has been increased from \$50,000 to \$75,000. S. R. Sells, George C. Sells and other directors of the company signed the application. The company is planning a substantial increase in the scope of its operations.

◀ LOUISVILLE ▶

A large number of hardwood men were in Louisville on May 12 for the double purpose of doing whatever business they could, and also in order to witness the forty-third consecutive running of the famous Kentucky Derby. Almost 40,000 people were present at Derby post time, and saw a sterling race, in which a band of sixteen Class A performers negotiated the mile and a quarter route. Omar Khayyam, English bred colt, upset the record of the race by landing in front in the fast time of 2:04 3/4, the third best time ever recorded at the Churchill Downs track for the distance, with Ticket in second place and Midway in third. Many of the bettors lost heavily when the Macomber entry and Rickety finished out of the money. A few of the out of town lumbermen present were: Charles Barnaby, Greencastle, Ind.; W. E. Delaney, Lexington; Basil Kenney, Fayette, Ala.; Frank Fish, Chicago; Lewis Doster, Indianapolis; F. B. Barkley, Rochester; Ed. Defebaugh, Chicago; and a large number of local operators, including T. M. Brown, John Churchill, and Smith Milton.

The Churchill-Milton Lumber Company has announced that it is discontinuing its yards at New Albany, Ind., and in the future will handle all shipments from the mills at Greenwood and Glendora, Miss.

Several of the youngsters connected with local lumber concerns have received commissions in the Officers' Reserve Corps during the past few days, and have been ordered to Indianapolis. John Miller, from the office of the W. P. Brown & Sons Lumber Company; W. P. Clancy, sales department, Louisville Point Lumber Company; and W. H. Christian, son of Tom Christian of the Wood-Mosaic Company, New Albany, are among the men now in camp at Ft. Benjamin Harrison, Indianapolis. Young Colgan Norman, son of Barry Norman of the Holly Ridge Lumber Company, has joined the First Regiment; and J. Cripps Wickliffe, secretary of the C. C. Mengel & Bro. Company, is chairman of a local defense corps that is being organized.

T. M. Brown of the W. P. Brown & Sons Lumber Company has gone to Arkansas, where he will visit the company's three band mills, and look over logging and other conditions.

Will McLean, head of the Wood-Mosaic Company, New Albany, Ind., is on a trip East, taking in Buffalo, Rochester, Montreal and other points.

The National Mirror & Sand Blasting Company and the Falls City Mirror Works, 134 and 138 South Fourth street, were badly damaged in a recent fire which swept through several buildings. These concerns manufacture mirrors, principally for furniture manufacturers.

As a matter of court record Olaf Anderson has filed with the county clerk papers affirming ownership of the Anderson Veneer & Saw Mill Company, a privately owned concern, doing business under a corporate title.

For the purpose of manufacturing mantels, hardwood flooring and similar products, the Hegan-Magruder Company, Louisville, has been incorporated with a capital of \$35,000. The incorporators are: James E. Hegan, W. C. Magruder, and E. C. Hall.

Lumber operators are somewhat worried at present concerning the coal situation. Mine operators are refusing to make any season contracts or take any future delivery orders, and prices at present are higher than top prices asked last winter. It is claimed by the mine operators that they are unable to get the cars, and feel that they will have a great deal of trouble with the car supply next winter, the result being that they will not load themselves down with contract orders when they may be able to sell on the open market at a better price. If loaded with low-priced contract orders during another period of car shortage, the mine operators would be forced to make deliveries on such orders first, and if only a limited number of cars could be secured, they would stand small chance of entering the open market. The county grand jury is now conducting a hearing in connection with coal prices and conditions.

The products of the Hillerich & Bradsby Company, golf club and bat manufacturers of Louisville, are moving in such quantities that the company is again enlarging its plant and is installing eleven additional motors.

Ossian Edwards, Paris, Ky., has purchased a lot of standing walnut on the farm of W. T. Buckner, and is cutting the logs and shipping them to a Cincinnati mill. Many of these logs are of large size and fine quality.

After being out on strike for several days the shipbuilders and carpenters of the Paducah Marine Ways, the Ayer & Lord Dry Dock Company and several other concerns on the Ohio river have returned to work, a satisfactory settlement having been reached.

The Broadhead-Garrett Company, Clay City, recently closed down its sawmill, and sent a number of its men to Nada, Ky., to aid in getting out logs. The planer has been operating full time, and the sawmill will resume shortly.

According to a recent report of the Hubbard Lumber Company, Harlan, Ky., large retailer and small wholesaler of hardwoods and other lumber, the concern will sell approximately 3,000,000 feet of lumber this season if the present active demand continues. The company recently furnished the red gum interior trim used in the fine new Baptist church at Middlesboro, Ky.

The C. C. Mengel & Bro. Company has added to its steamship tonnage 402 tons, through the purchase of the steam schooner, "Hornet," for \$85,000 from Fred Linderman of San Francisco. The lumber carrier formerly was used in handling lumber on the Pacific, but has been under lease for the past year. The vessel will be used in bringing logs from Nicaraguan ports to Pensacola, Fla., and will carry lumber and general cargo on outbound voyages.

◀ ARKANSAS ▶

The Myers Stave & Manufacturing Company of Corning has filed a certificate with the secretary of state showing an increase of its capital stock from \$50,000 to \$100,000.

Piel Brothers are erecting a hoop mill at Lake Village. The material for the foundation is on the ground, and it is planned to have the mill completed and in operation within the next sixty days.

The Saline River Hardwood Company, Pine Bluff, has added two flooring machines in its plant. This gives it a total daily capacity of 65,000 feet of hardwood flooring.

The Arkansas Railroad Commission last week entered an order fixing new demurrage rates. According to this ruling, after twenty-four hours of free time, demurrage will be charged on cars at the rate of \$2 per day for the first five days and thereafter at the rate of \$5 per day. It has recently granted a new milling in transit basis for the benefit of the box and basket factories on petitions of plants located at Hope and Jonesboro. These plants manufacture a quality of timber that has a very high percentage of waste, and consequently, they have not been able to get the percentage from logs that would entitle them to the benefit of the old milling in transit basis. The amount of manufactured product required under the new order is twenty per cent.

The Cotter Stave Company plant at Cotter has been reopened by I. P. Jones of Fayetteville, who owns a large number of stave mills in Arkansas, and who is vice-president and a large stockholder in the Oklahoma Land & Timber Company.

◀ WISCONSIN ▶

The Hardwood Products Company, Neenah, is in the spirit of national conservation and preparedness. It has turned over a large piece of ground near its plant to be used by employees of the concern for planting gardens.

C. Firehammer & Sons Company, Horicon, has sold its lumber, planing mill and fuel business to O. B. Cotton & Sons, who recently sold an extensive lumber business in Sabula, Iowa.

The John Week Lumber Company, Stevens Point, which for some time had a crew of men at work in Wausau unloading tan bark, recently was forced to discontinue operations because of a scarcity of gondola and ore cars as the result of government requirements.

The Wilbur Lumber Company, Waukesha, recently started work on a new addition to its millwork plant, making the floor space of the concern approximately 10,000 square feet.

Indians of the Menomonie reservation, near Appleton, have offered their sawmill and lumber plant at Neopit, \$100,000 in cash, and themselves as soldiers to the United States government. The squaws are being instructed in first aid and Red Cross work.

C. F. Kade, president of the C. F. Kade Fixture and Show Case Company, Plymouth, recently announced that, because of unsuitable living facilities for its employees, the company is contemplating a removal of its plant to some city better adapted to the individual private needs of the workers.

The Joerns Brothers Manufacturing Company, whose Sheboygan plant was destroyed by fire several months ago, has taken over the establishment of the Coyer Furniture Company in Stevens Point, and will operate it in connection with the Joerns table factory in that city.

A. L. Robarge, doing business as the Northern Lumber Company, 410 Jefferson street, Milwaukee, has filed a voluntary petition in bankruptcy, listing assets at \$13,079.28 and liabilities at \$24,357.89, of which \$22,160 are unsecured.

The Kenfield, Lamoreaux Company, box shoo manufacturer, Washburn, recently augmented its source of mechanical power with the installation of a 250-h.p. Buckeye type engine. The company only recently erected a new powerhouse.

The L. O. Gildner Company, special furniture, Milwaukee, will erect a one-story and basement factory building, 12-inch concrete and brick construction, corner Park place and Newhall, at a cost of \$3,000.

The American Chair Company, Sheboygan, has awarded contracts for the erection of a new four-story brick warehouse, to be built on Eleventh street, between Niagara and Ontario avenues.

The plant of the Coyer Furniture Company, Stevens Point, now in control of Joerns Brothers, employs many women in its policy of trying to overcome the drastic labor shortage. The work is easy, and pays well. The extension of woman labor into nearly every department of the plant grew out of the success with which experiments were made as to the effectiveness of employing women in the furniture industry.

H. C. Gowran of the American Cabinet Company, Two Rivers, has been re-elected, for the fourth time, president of the Dental Manufacturers' Club, the membership of which is constituted of leading manufacturers of dental goods in the country. The club meets annually, the 1917 meeting being held in Des Moines. The annual convention next year will be held in Washington, D. C.

"Life ain't in holdin' a good hand but in playin' a pore hand well."
—THE OLD CATTLEMAN.

**Stocks are badly broken, yet here
is what we have to offer in**

DRY LUMBER for Immediate Shipment

Northern Stock

- 2 cars 1" L. R. Black Ash.
- 3 cars 1" 1 & 2 Birch.
- 3 cars 1" No. 1 C. Birch.
- 2 cars 1½" C. & B. Birch.
- 2 cars 1¼" No. 1 & No. 2 C. Birch.
- 5 cars 1" No. 2 & No. 3 C. Birch.
- 2 cars 1" No. 1 C. Red Birch.
- 1 car 1" No. 3 C. Basswood.
- 3 cars 1¼" No. 1 & No. 2 C. Maple.
- 6 cars 1" No. 3 C. Maple.
- 2 cars 1½" No. 3 C. Maple.
- 4 cars 1⅝" No. 3 C. Maple.
- 2 cars 1¾" No. 3 C. Maple.
- 6 cars 2" No. 3 C. Maple.
- 1 car 1" No. 3 C. Oak.

Can be surfaced and resawed if desired.

Southern Stock

- 3 cars 2" C. & B. Red Gum.
- 4 cars 1" No. 2 C. Sap Gum.
- 3 cars 1" 1 & 2 Quartered White Oak.
- 5 cars 1" No. 1 C. Quartered White Oak.
- 4 cars 1" No. 2 C. Quartered White Oak.
- 1 car 1¼" 1 & 2 Quartered White Oak.
- 1 car 2" 1 & 2 Quartered White Oak.
- 7 cars 1" 1 & 2 White Oak.
- 6 cars 1" No. 1 C. White Oak.
- 8 cars 1" No. 2 C. White Oak.

**At our Arkansas and Wisconsin plants we are
daily putting new stock into pile, whose texture
and quality will appeal to the careful buyer**

THE G.W. JONES LUMBER CO.

*Manufacturers of
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Manufacturers of Hardwood Lumber, Oak & Poplar especially
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We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 2 1/2" No. 1 Common Poplar; 1 car 5-4 FAS Plain Red Oak, dry, and 2 cars 6-4 FAS Plain Red Oak, dry.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

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MANUFACTURERS

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MIXED ORDERS OUR SPECIALTY

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High Grade
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Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

The Milwaukee Refrigerator Transit Company, Milwaukee, has let contracts for the erection of a one-story shop and office on Port Washington road.

The Hardwood Market

< CHICAGO >

While the meetings of furniture manufacturers in Chicago a couple of weeks ago were full of optimistic comments, and reports showed most factories working energetically on full time, the fact remains that the furniture trade is not taking so much lumber as it did.

With interior finish makers also off in their requirements, the new avenues of hardwood consumption are timely. In spite of everything, though, prices continue to climb, being forced up on many occasions not so much by definite efforts to get more money, but by prices made rather for the purpose of scaring off trade that it would be difficult to accommodate.

No one factor seems to have any very definite impression and local lumbermen continue to be a cheerful lot. There always seems to be enough business to keep all hands busy and the prospects of showing good profits at the end of this year are so good that there is not much room for pessimism.

< BUFFALO >

The hardwood demand is on a fairly liberal scale, though slower than a month ago at some of the leading yards. Some decline in the furniture business is said to have taken place and building figures are hardly up to what was expected. Industrial concerns are taking fair stocks of hardwoods and a good deal is hoped for in this direction from now on. Local yards have had some disappointing experiences with embargoes recently, but the slow movement of stock from the mill has been a feature for so long that it is being met with a good deal of patience. This market has been getting cars enough to keep lumber moving on a liberal scale.

With so much difficulty in getting stock and all the labor and flood troubles at the mills, it is natural for prices to hold strong and everything is bringing a good figure. The list of woods most in demand includes oak, mahogany, birch, ash, cypress, poplar and basswood. Stocks of these woods have been brought in lately to replenish the assortments, so far as it was able to get the cars moved.

Local authorities in the hardwood trade are not entirely agreed as to the outlook for business under the present abnormal state of affairs as the result of war. It is generally believed that prices are going to remain strong, because of the cutting down of the mill supplies, as well as the heavy consumption of yard stocks that has been going on for the past few months. The fact that immense sums are to be spent by the government is expected by some lumbermen to have a great stimulus upon most business lines, while others believe that it is doubtful if the hardwood business will on the whole be benefited.

< PITTSBURGH >

Hardwoods are getting more scarce every day in this district. Oak is almost out of the market, especially bill oak. All kinds of furniture and automobile hardwoods are very hard to get. The demand for mixed hardwoods for mining purposes is one of the hardest to fill, owing to the unusual activity in mining operations in tri-state territory. Country mills are badly handicapped by lack of teams and men. The range of prices is going higher all the time. Southwestern stocks are in splendid demand and shipments are reported very little better. Yard trade is irregular, depending on the building situation in the different towns.

< BOSTON >

Transportation conditions are about as bad as they have been for some months. The N. Y., N. H. & H. R. R. removed its embargo this week and the Boston & Albany put one on. The movement of stock varies wholly with the delivering capacity of the carriers; there is no lack of demand in nearly every item and no record of any recession of values has been noted.

< BALTIMORE >

The troubles of the hardwood men at present are centered upon the transportation problem. With anything like an efficient railroad service the movement of stock would be large, the demand readily taking up all stocks brought out from the mills. Because of the impediments imposed by the railroads, however, the producers no less than the distributors find it exceedingly difficult either to send out their product or to get stocks in quantities at all adequate for the needs of customers. Not only is the supply of cars wholly insufficient, but the embargoes imposed by various lines, among them by the Pennsylvania north of Washington, serve to hold up lumber in transit, while the buyers are clamoring for delivery. The big piles of hardwoods to be seen in many yards not so long ago have been greatly reduced, and the owners of the yards see no prospect of replenishing their assortments, and they face an actual shortage. Meanwhile prices

have advanced and the sellers are able to obtain attractive returns on lumber they can supply. It is chiefly a case of being able to get lumber, the price being a secondary consideration so long as it is not out of all reason. Inquiries for stocks are numerous and urgent. Users of hardwoods who placed orders some time ago are insistent in their calls for delivery, having used up their previous surplus. But efforts to get the railroads to move shipments meet with very indifferent results, if they have any effect at all. Cars are weeks or months in transit, and the situation seems to be getting worse. From Norfolk comes the cheering information that the committee to be stationed there to expedite the forwarding of cars up the peninsula was to resume its sessions last Wednesday, and almost at the same time was received the disconcerting news from New York that the representative of the Pennsylvania there would allow only about twenty cars of poplar a week to come in. This quantity, members of the trade point out, is so utterly insignificant as not to meet the situation at all. The mills find it difficult to get labor. Much of the labor of the South has been diverted north to work in the munition factories and other establishments at relatively high wages, and the lumber mills, which cannot afford to meet the competition, experience serious shortage.

Advances of from \$2 to \$5 per 1,000 feet have been made lately in prices, and there is no certainty that the quotations will remain there. The figures are advanced every few days, and price lists are of no value at present, a condition which has resulted in the withdrawal of many of them. One thing is certain: The hardwood man who possessed the foresight to lay in large stocks last year is reaping large benefits, and is able to hold out for advances which will yield very handsome rates of interest on his investment. The foreign situation has undergone no changes. Shipping facilities are restricted as before, and the freight rates on steamers are all but prohibitive, being around \$3 per 100 pounds to Liverpool with other ports in proportion.

◀ CLEVELAND ▶

Cleveland lumber business is again normal as the result of virtual peace in the building trades. Demand for all hardwoods is exceptionally good, especially for oak flooring and gum lumber.

Freight service has increased slightly—that is, hardwood jobbers report that as much as two-thirds of their normal shipments are getting through. All shippers and dealers are protecting themselves against proposed increases in freight rates, which are looked for by some as early as June 1. Advanced freight rates will cause advances approximately as follows: \$1 per thousand on red cedar siding; 25 cents on red cedar shingles; 50 cents on Idaho lath; 25 cents on Canadian lath; 50 cents on maple flooring, and 75 cents on West Virginia hardwoods. No. 1 oak flooring is hard to get and advancing, as is also maple flooring. Cars in transit are still in demand.

In practically every line the market is strong and the tendency is upward.

◀ COLUMBUS ▶

Strength is the chief feature of the hardwood trade in Columbus territory. Buying on the part of retailers and factories continues brisk. The only difficulty at this time is the inability to make shipments promptly. Thousands and even millions of feet of hardwoods are lying at the mills awaiting movement to the North, on orders, which were booked weeks ago. The tone of the market is generally satisfactory and higher prices are confidently expected for the future.

Retail stocks are only fair and quite a few of the dealers are making strenuous efforts to accumulate stocks in view of the expected summer rush. Building operations are not so active as formerly, due to higher prices of materials. But there are quite a few building projects going ahead and others are being planned. Rural dealers are especially short of stocks at this time.

Factories making boxes and furniture are good customers and the same is true of implement concerns. Factories are buying only for the present as they are loathe to accumulate much surplus stocks under present conditions. Prices are inclined to advance and premiums are freely offered where deliveries can be assured. It is not a question of price at this time so much as promise to deliver in a week or two. Collections are rather good.

Quartered oak is one of the strongest points and plain oak is also in good demand. There is a good demand for poplar stocks of all sizes. Chestnut, ash, basswood, and other hardwoods are strong and in good demand.

◀ CINCINNATI ▶

With a noticeable gain in evidence throughout the hardwood market in this section, local lumbermen are inclined to take a more optimistic view of the situation. True, the spring building season has not been up to expectations but some items have shown enough strength under adverse conditions to warrant a prophecy of better times during the summer and early fall months. Oak in particular has held up remarkably well and continues to lead the list in sales. Stocks are in bad shape for the most part, some items are very scarce and in other cases depleted, and it is very difficult to meet demands with any degree of certainty or regularity. This has had the effect of giving the market a rather spotty appearance. The values of practically all grades of choice stock have advanced considerably during the past few weeks, but little benefit is being derived generally from the advance owing to the uncertainty and



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MINNEAPOLIS MINN.

DRY STOCK

PLAIN RED OAK

- 4 cars.. 3/4 No. 1 Com. & Bet.
- 5 cars.. 3/4 No. 1 & No. 2 Com.
- 10 cars..... 4/4 No. 1 Common
- 5 cars..... 4/4 No. 2 Common

PLAIN WHITE OAK

- 5 cars..... 4/4 FAS
- 5 cars... 4/4 No. 1 Common

- 5 cars... 4/4 No. 2 Common
- 5 cars.. 5/4 No. 1 Com. & Bet.
- 5 cars... 8/4 No. 1 Common
- 3 cars... 8/4 No. 2 Common

QUARTERED WHITE OAK

- 2 cars..... 4/4 FAS
- 2 cars... 4/4 No. 1 Common
- 6 cars..... 6/4 FAS

*If orders sent quick,
CAN SHIP QUICK*

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We also have a
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Maple, Birch,
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WE MEAN THE OAK NOT THE MAN
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4/4 No. 3 Elm & Ash.....	24,000
5/4 No. 3 Elm & Ash.....	35,000
6/4 No. 3 Elm & Ash.....	74,000
8/4 No. 3 Elm & Ash.....	3,000
4/4 No. 1 & Btr. Birch.....	51,000
4/4 No. 2 Birch	250,000
4/4 No. 3 Birch	202,000
5/4 No. 3 Birch	28,000
4/4 No. 3 Basswood	25,000
6/4 No. 3 Birch	8,000
4/4 No. 3 Maple	1,000,000
5/4 No. 3 Maple	387,000

Ideal
Hardwood
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Are putting in pile every month
two and one-half million feet of
choicest Northern Michigan Hardwoods

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Plain & Qtd. Red & White OAK AND OTHER HARDWOODS

Even Color

Soft Texture

MADE (MR) RIGHT OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

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CINCINNATI, OHIO

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Everyone knows that Lacey & Company have overcome it—but how?

First, by treating each man on his merits as a human being, not expecting the physically less strong to cover as much ground per day as the strongest; allowing every man to return to camp at will whenever fatigue impairs his accuracy (of course weeding out instantaneously all who take advantage of the privilege), in short, by putting in each man's mind accuracy first.

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INTERNATIONAL TIMBERLAND FACTORS
EST. IN 1880

CHICAGO SEATTLE NEW ORLEANS
1750 McCormick Bldg. 626 Henry Bldg. 1213 Whitney Central Bldg.

difficulty of shipment. Immense government orders have stiffened the market to a degree.

While the lower grades of gum have been in pretty good request for some time, particularly with the box and cheaper furniture manufacturers, there has been a pronounced increase in the call for high-grade gum and this with choice white oak constitutes the bulk of the business done in the past fortnight. Box manufacturers are more busy than ever before, war orders probably giving them considerable of their sudden impetus. The tremendous movement in the cultivation of additional farm land has given new life to the implement and vehicle manufacturers.

It's a sellers' market pure and simple. Orders are to be had almost without asking, but its another thing to get the shipments through and still another to deplete stocks to almost nothing with no new lumber in sight. Hickory has become especially scarce in this market and with the vehicle trade opening up better than ever, the spoke concerns are loud in their demands for hickory. Likewise the call is accentuated for ash and elm, but the latter two woods are not in nearly such bad shape as hickory. Little is being delivered in this market these days. Low-grade cottonwood is in excellent request, most of the increased demand coming from the box manufacturers. In fact, the box concerns at present appear able to take care of nearly all the lower grades of lumber suitable to their usages that is available.

< INDIANAPOLIS >

The hardwood demand has been fairly brisk during the last two weeks, and, with improved weather conditions making building possible, it may be said that the demand now is about equally divided between the retailers and consuming plants. Quotations tend upward, and, although the trade does not expect as large demand as usual this year for interior trim, everyone feels that business prospects are bright.

Supplies of dry stocks are short, and rail conditions and car shortages and embargoes continue to cause the trade much trouble. The supply of oak, especially, is below normal, and quartered oak is now one of the most active of hardwoods.

Furniture, implement, and vehicle factories provide the best market, as they are buying, in addition to their customary needs, to meet any wartime emergency. All lines of manufacturing are active, and the money market is easy. Collections generally are good.

The Indianapolis retail trade expects a falling off in demand for a few weeks from companies engaged in home building until conditions become a little more settled as a result of the country's entrance into the war. The public is beginning to realize that lumber is not to be cheaper for several years to come, and when this fact becomes generally known a revival of home construction work is expected.

< EVANSVILLE >

Trade has been very good with the hardwood lumber manufacturers of Evansville and southwestern Indiana, and indications are that the war will not seriously affect the lumber business in this section. Most of the up-town mills are being operated on full time and one of the river mills has been operated on pretty good time. Orders and inquiries have been coming in freely. Most of the manufacturers are taking an optimistic view of the situation and unite in saying that this ought to be a good trade year in spite of the war. Collections are not so good as they were a month ago. Many of the manufacturers report that for some time past they have been having a hard time getting all the logs they want, although up to this time none of the plants have been forced to close down on account of the scarcity of logs.

The demand for the best grades of hardwoods in the local market remains firm. Gum has been in strong demand for several weeks and continues so. Ash, hickory and the lower grades of poplar are strong. Maple, elm, quartered sycamore and cottonwood are in good demand with prices tending upward. Walnut is still off some. Quartered white oak and plain white oak are moving well. The plow factories are unusually busy, something rare for this time of the year. Usually the busy season for the plow manufacturers ceases about the middle of April. Handle and stave factories are doing a fair amount of business. Building operations are not so active in Evansville as they were this time last year, but the weather is improving and it is expected the next few months will witness a good deal of building in southwestern Indiana. Planing mills are operating steadily and sash and door men say trade is picking up some over April.

< MEMPHIS >

There is comparatively little change to report in the hardwood situation here during the past fortnight. Demand continues quite active for all kinds of hardwood lumber but the outstanding feature is the abnormally large call for all low-grade stock. The box factories are doing the largest business in their history and they are using other materials than cottonwood and gum. The two latter have broken all records in the matter of prices and are so high now that it is possible to press other woods into service. There is not a lumberman here who does not emphasize the unusual call for all of the lower grades, regardless of the character of lumber in question. The demand, however, is still excellent for gum in the higher grades and prices are quite as firm and as high as they have ever been. It is out of the question to take prompt care of all the needs of the trade in either plain or quarter-sawn gum in the

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

higher grades. A broader demand for oak, too, is noted. This lumber is moving well in the higher grades but the activity in firsts and seconds is overshadowed by the unusual demand for Nos. 1, 2 and 3 common oak. Ash is a ready seller in all grades and the same is true of hickory and elm. The car situation is dealt with elsewhere in this issue of the HARDWOOD RECORD. There is some gain in the number of cars available for the handling of shipments of logs to the mills but there is virtually no change for the better in the quantity of equipment available for handling outbound shipments of lumber. Every lumberman here and elsewhere in the Memphis territory is far behind on his shipments and is doing everything in his power to secure cars. Lumber sells itself and the question of delivery is the big problem.

◀ LOUISVILLE ▶

A hardwood man in commenting on the present situation recently said: "Every time I turn around I find prices have advanced another \$2 a thousand." This has almost been true of the situation during the past few weeks, and prices are continuing to advance. The demand for all grades of hardwood continues big in spite of the fact that the furniture factories are not buying quite so heavily as they were. An increased demand is shown for thick stock in gum, elm, oak, ash and hickory, 5 4 to 8 4 stock being in big demand. All of these woods are being used in truck and auto building, and it is rumored that gum is being given a tryout in gunstock manufacturing, recent orders for 2-inch quartered sawed stock having been placed. The holders of such orders are positive that the stock is to be used for this purpose. The demand for poplar in all grades is excellent, and in fact greater than the available supply just now, shipments from the South having been slow due to car shortage and shortage of labor. Thick poplar is moving better than for some time past. All grades of oak are moving freely, although flooring factories are not as busy as they were, and interior trim is not up to what had been expected. Building operations of all kinds have shown more or less slump, but it is being felt less in frame construction than in any other form. In fact, the retail yards have been very busy, and have been buying freely. Mahogany and walnut are two excellent bets at this time and veneers of all kinds are in fair demand.

◀ ST. LOUIS ▶

Hardwood conditions show slight improvement and the prospects are bright for a continued betterment. There is a stronger demand from all sections, with difficulties in getting prompt shipments from the mills increasing. Prices on the better grades of hardwoods are advancing. This applies particularly to choice oak, high-grade gum, wide poplar boards, and bone-dry ash. Box lumber is in particularly good request. Western and southwestern retailers are much handicapped by the slowness in getting shipments. Their stocks are running low and they see but little chance to replenish them. Local distributors are busy filling orders. Buyers anxious for immediate shipments go to the leading distributing points for their supplies. A great many of the orders are hard to fill, because of the broken condition of the stocks in the local yards and the fear of the local distributors that they cannot replenish them. The car situation is causing much worry. The hardwood yards are delayed in filling orders because cars are not obtainable.

Nearly all items are in demand. The request for all grades of gum, including the lower grades, and also cottonwood are particularly strong. There is a fairly active market for oak. Ash is much sought after. Poplar is a good seller. There is a satisfactory call for cypress, but the mills are handicapped by the scarcity of rolling stock. Stocks continue to be of good proportions, although they are badly broken. The local yards are getting a good many orders from the yards in Iowa, northern Illinois and Wisconsin, and also from the factories. Prices are steadily improving, but the advances are going up slowly.

◀ MILWAUKEE ▶

Hardwood and lumber prices are holding up well and the demand is keeping at a height of production every industry essential to the lumbering business.

The constant fluctuation of the lumber market recently made it necessary for Milwaukee retail and wholesale dealers to advance the prices of material. During May the average increase of lumber cost has been 10 per cent, but, according to local dealers, another advance of about 20 per cent will take place should the prices continue to soar in all fields. The average increase amounts to about \$5 per 1,000 feet, which means an increase of from \$2 to \$10 on the various grades.

Milwaukee dealers have announced their intention to leave lumber prices alone as long as other conditions do not make a change imperative. Talk of lumber prices decreasing is looked upon with a light laugh. With the present demand at high pitch and prospects for still more development in the utilization of lumber products, there is no chance to consider seriously any decrease.

The high prices prevailing in white pine is turning a great part of the demand over to basswood. Maple is demanded in all thicknesses, and the market in general is doing well.

Concomitantly with the action of Milwaukee dealers in raising prices, labor made a demand for an increase. The various concerns realized that it would be necessary for the men to have more wages, due to the increased cost of living, and the advance of 15 per cent was granted ungrudgingly.

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL

515 Dwight Building, KANSAS CITY, MO.

You Can See Logs Like These
on Our Yard Any Day



STIMSON VENEER AND LUMBER COMPANY, INC.

P. O. Box 1015

Memphis, Tenn.

MANUFACTURERS

*Hardwood Lumber, Rotary Cut
Veneers, Rotary Cut Gum Faces,
Cross Banding and Cores.*

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

MEN AND BOYS WANTED

for Planing Mill and Box Factory who can run nailers, screwdriving machines, sanders, jointers, rivetters, and others handy with tools. G. ELIAS & BRO., INC., Buffalo, N. Y.

LOGS WANTED

WANTED—CHERRY LOGS

WARREN ROSS LUMBER CO., Jamestown, N. Y.

WANTED—BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

3,500 ACRES IN PENNSYLVANIA

In Bedford and Huntingdon Counties, estimated to contain 20 million feet Oak, Chestnut, Pine, Locust, Poplar, Maple, 2 mile haul downhill to railroad, 15 miles from market for all small timber as mine props and ties. D. E. LAUDERBURN, 158 Fifth Ave., New York.

FOR SALE—VERMONT TIMBERLAND

3,330 acres containing 7½ million ft. Hardwoods, over 2 million ft. Spruce, 250M ft. Hemlock, also sawmill; as much more additional timber available. D. E. LAUDERBURN, 158 Fifth Ave., New York.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,

Forest Engineer,

East Tennessee Bank Bldg.,

Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,

Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. LAUDERBURN, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

WANTED HARD MAPLE

500,000' 4/4 SELECTED CLEAR

Shipment of a number of cars soon as ready. Balance between Sept. 1, 1917, and June 1, 1918. K. & C. MFG. COMPANY, Henniker, N. H.

OAK, BEECH AND MAPLE WANTED

S 4 plain Oak, Beech and Maple: No. 1 common or log run grades of Beech and Maple, and No. 1 common and sound wormy grades of plain Oak; preferably 8 months or over on sticks; f. o. b. cars Cincinnati. THE JOHN T. TOWSLEY MFG. CO., 1037 Berlin St., Cincinnati, O.

WANTED—WHITE OAK

80,000 ft. 2x6, 8 & 10"—16' S1S White Oak for very prompt shipment. Advise if you can furnish and price f. o. b. shipping point or delivered Cairo, Ill.

FRAMPTON-FOSTER LBR. CO., Pittsburgh, Pa.

WE ARE IN THE MARKET

for 4 4 1s & 2s and 4 4 Select Cypress. THE WALNUT LUMBER CO., Indianapolis, Ind.

PLAIN WHITE OAK

Highland Timber—First-Class

2x2x40

2x4½x44

1x1¾x18 to 56 softwood crating strips.

WISCONSIN CABINET & PANEL CO., New London, Wis.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

WANTED—IN LOW GRADE

4/4, 5/4, 6/4 and 8/4 Chestnut, Poplar, Basswood, Gum and Oak—rough and surfaced. Advise what you can offer, quoting prices, naming shipping point.

FRAMPTON-FOSTER LUMBER COMPANY, Pittsburgh, Pa.

WANTED

White Oak timbers, also all grades of White and Red Oak, Poplar, Chestnut, etc. Send us your stock list and prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—ASH

1" and thicker—all grades—dry or green. Will take up at mill and pay cash. BUFFALO HARDWOOD LUMBER COMPANY, Buffalo, N. Y.

WE ARE IN THE MARKET

for "B" Finish and Factory Select Cypress. R. H. CATLIN CO., Equitable Bldg., Wilmington, Del.

WANTED—WHITE PINE

Log run, all thicknesses. Send us your list of dry stock and best cash prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—ELM LOGS AND LUMBER

9, 10 and 11 ft. long. Lumber to be sawed plump 4/4. Quote on good log run, delivered Holmesville, Ohio. Address "Box 36," care HARDWOOD RECORD.

WANTED—BOX LUMBER

4/4, 5/4, 6/4 in White Pine, Yellow Pine, Poplar, Basswood, Chestnut, Spruce or Hemlock, both rough, dressed and resawn. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

DIMENSION STOCK WANTED

WANTED—CLEAR OAK DIMENSION

1½", 1¾", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

MACHINERY FOR SALE

FOR SALE

1 latest improved Wickes No. 10 52" gang, complete with saws, 1 Kilgore cant crane, steam board flippers and filing equipment. One 35x90" refuse burner, complete. One 12 h. p. vertical steam engine. GOODMAN LUMBER CO., Goodman, Wis.

TIES WANTED

WANTED—FOR SHIPMENT

During next four months, White and Red Oak Switch Ties, 3" and 4" White Oak crossing plank, Oak timbers and car lumber. For delivery Cairo, Chicago, Cincinnati and Pittsburgh. Quote f. o. b. or delivered prices on what you can furnish, or give us names of shipping point, and we will name you f. o. b. prices. All lumber inspected at shipping point.

FRAMPTON-FOSTER LUMBER CO., Pittsburgh, Pa.

Timberland Loans

Loans to lumbermen or timber owners negotiated with the precision of practice which results from 37 years experience.

Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES D.
LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

WANTED—FOR SHIPMENT

Within four months several carloads 6x8"—8", and 7x8"—8' 6" White Oak, Red Oak and Chestnut Ties, for delivery Cairo, Chicago, Cincinnati and Toledo. All ties to be inspected at loading point.

FRAMPTON-FOSTER LUMBER CO., Pittsburgh, Pa.

RAILWAY EQUIPMENT WANTED**WANT TO PURCHASE**

40 logging and flat cars, 42" gauge. C. L. RITTER LBR. CO., Huntington, W. Va.

BUSINESS OPPORTUNITIES**OREGON AND CALIFORNIA**

Railroad Co. grant lands. Title to same re-vested in United States by act of Congress dated June 9, 1916. 2,300,000 acres to be opened for homesteads and sale. Agricultural and timber lands. Conservative estimate forty billion feet of commercial lumber. Containing some of the best land left in United States. Large map showing land by sections and description of soil, climate, rainfall, elevation, etc. Postpaid One Dollar. GRANT LANDS LOCATING CO., Box 610, Portland, Oregon.

MISCELLANEOUS**FOR SALE**

50 Lumber Hand Trucks, construction two iron wheels, wooden beds, substantially built yet light weight, for use on tramways, or around planing mills or woodworking plants. For particulars write H. A. McCOWEN & COMPANY, Memphis, Tenn.

SPECIALTIES IN WOOD

Inquiries solicited for the manufacture of wood specialties. Perhaps we can make what you want. GEORGE LITTLEFORD, 1768 Central Ave., Cincinnati, O.

HARDWOODS FOR SALE**LUMBER****ASH**

NO. 2 C. white, 3/4", usual width and length, 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 5/4"; COM. & BTR., black, 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 COM., 5/4", reg. width & length, bone dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

FAS, brown, 4/4", 6" & up, reg. length, 1 yr. dry. YEAGER LUMBER CO., Buffalo, N. Y.

BASSWOOD

FAS & NO. 1 C. 6/4"; NO. 2 C. 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 10/4", mostly 5 to 7" wide, usual length, 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 COM., 4/4", 4" wide; NO. 1 COM., 5/4"; NO. 2 COM., 4/4". STEARNS SALT & LUMBER COMPANY, Ludington, Mich.

BEECH

NO. 3 COM., 6/4", reg. width & length, 6 mos. dry. KNEELAND-BIGELOW COMPANY, Bay City, Mich.

NO. 1 & BTR., 4/4", av. width and length, 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

NO. 2 COM., 4/4 & 5/4"; NO. 3 COM., 4/4 & 6/4". STEARNS SALT & LUMBER COMPANY, Ludington, Mich.

NO. 2 COM. & BTR., 5/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

BIRCH

NO. 2 C., 4/4", reg. width, 50% 14 & 16', 1 yr. dry. LITTLE RIVER LBR. CO., Townsend, Tenn.

NO. 1 & BTR., red, 4/4 to 8/4", 5" & up, 8' and longer, 10 mos. dry; NO. 1 & BTR., unsel., 4/4 to 8/4", av. width and length, 10 mos. dry; 1 & 2 FACE, 4/4, 5" wide, 6" & longer, 10 mos. dry; 1 & 2 FACE, 4/4, 5" wide, 6 & 8', 10 mos. dry; NO. 2 & 3 C., 4/4", ran. width and length, 1 yr. dry. RICE LAKE LBR. CO., Rice Lake, Wis.

FAS., 6/4". PAYSON-SMITH LUMBER CO., Minneapolis, Minn.

CHERRY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

CHESTNUT

FAS & NO. 1 C. both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4 to 8/4", usual width and length, 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 COM., 6/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 4 1/4 & 6 1/4", good widths and lengths, 6 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4 1/4 to 8 1/4", 6" & up, reg. length, 1 yr. dry; NO. 1 COM. 4/4 to 8/4", 4" & up, 1 yr. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CHITTUM

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

ELM—SOFT

LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

NO. 1 COM. 6/4". 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 3 & BTR., 4/4", av. width and length, 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

FAS 4/4", 6" wide; NO. 2 COM. 4/4 & 6/4"; NO. 1 & NO. 2 SHORTS & NO. 3 COM., 4/4". STEARNS SALT & LUMBER CO., Ludington, Mich.

NO. 1 & 2 COM. 4/4", reg. width & length, dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

ELM—ROCK

LOG RUN, 8/4", reg. width and length, 4 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

GUM—SAP

FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS 6/4", reg. width & length, 4 mos. dry; FAS 8/4", reg. width & length, 3 1/2 mos. dry;

NO. 1 COM. 6/4 & 8/4", reg. widths & lengths, 4 mos. dry. PHILIP A. RYAN LUMBER CO., Lufkin, Tex.

NO. 2 C. 4/4", reg. width and length, 4 mos. dry; NO. 2 C., 8/4", reg. width and length, 6 mos. dry. SOUTH TEXAS LBR. CO., Houston, Tex.

GUM—PLAIN RED

NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

NO. 1 COM. 5/4 & 6/4", reg. widths & lengths, 4 mos. dry. PHILIP A. RYAN LUMBER CO., Lufkin, Tex.

GUM—QUARTERED RED

COM. & BTR. 4/4", ran. width & length, 8 to 12 mos. dry, sliced bds., highly fig. LOUISVILLE VENEER MILLS, Louisville, Ky.

GUM—TUPELO

ALL grades, all thicknesses, good widths and lengths. J. M. LOGAN LBR. CO., Knoxville, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 COM. 6/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 1 COM. & BTR. 8/4", reg. width & length. SWAIN-ROACH LUMBER CO., Seymour, Ind.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR. 4/4 & 5/4", usual width and length, sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 3 COM. 5/4", reg. widths & lengths, 6 mos. dry. KNEELAND-BIGELOW CO., Bay City, Mich.

NO. 1 COM. 5/4 & 6/4", reg. color; NO. 2 COM. 4/4", 4" wide; NO. 2 COM. 4/4", 3, 5 & 6" wide; NO. 2 COM. 6/4 & 8/4". STEARNS SALT & LUMBER CO., Ludington, Mich.

OAK—PLAIN RED

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 10/4", usual width and length, 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 COM. 6/4", 2 yrs. dry; NO. 2 COM. 5/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.

FAS & NO. 1 COM., both 5/4", reg. width & length, 2 mos. dry; FAS 6/4", reg. width & length, 50 days dry; NO. 1 COM. 6/4", reg. width & length, 4 mos. dry. PHILIP A. RYAN LUMBER CO., Lufkin, Tex.

NO. 1 COM. & BTR. 3/4"; NO. 1 & 2 COM. 3/4"; NO. 1 COM. & NO. 2 COM., both 4/4". PAYSON-SMITH LUMBER CO., Minneapolis, Minn.

NO. 2 C 4/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

NO. 1 C., 4/4", reg. width and length, 8 mos. dry; NO. 2 C., 4/4", reg. width and length, 10 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

FAS 4/4 to 16/4", 6" & up, reg. length, 1 yr. dry; NO. 1 COM. 4/4 to 12/4", 4" & up, 2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

HARDWOODS FOR SALE

NO. 1 COM. & BTR. 4/4", reg. widths. & lgths., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

OAK—PLAIN WHITE

NO. 1 C. 12/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. & NO. 2 C., both 4/4", reg. width. and lgth., dry. H. G. BOHLSSSEN MFG. CO., New Caney, Tex.

NO. 1 COM. 8/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 2 COM. 4/4", 4" & up, 8 to 16', 1 yr. dry. EVANSVILLE VENEER CO., Evansville, Ind.

FAS 4/4", good widths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS, NO. 1 COM. & NO. 2 COM., all 4/4"; NO. 1 COM. & BTR. 6/4 & 8/4"; NO. 2 COM. 8/4". PAYSON-SMITH LUMBER CO., Minneapolis, Minn.

NO. 2 C. 4/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

FAS 4/4", reg. width. and lgth., 6 mos. dry; NO. 2 C., 4/4", reg. width. and lgth., 8 mos. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

NO. 1 COM. 5/4", reg. widths. & lgths., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

SOUND WORMY, 4/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

FAS 4/4" to 6x6", 6" & up, reg. lgth., 1 yr. dry; NO. 1 COM. 4/4 to 12/4", 4" & up, reg. lgth., 1 yr. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

CLEAR 4/4", 2" to 5" wide, 8' to 16', 1 yr. dry; COM. 4/4", 1 1/2" to 3", 8' to 16', 1 yr. dry. EVANSVILLE VENEER CO., Evansville, Ind.

FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

FAS 4/4", reg. width. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. widths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4" & 6/4"; NO. 1 COM. 4/4". PAYSON-SMITH LUMBER CO., Minneapolis, Minn.

NO. 2 C. 4/4". SOUTHERN PINE LBR. CO., Texarkana, Tex.

NO. 2 C., 4/4", reg. width. and lgth., 1 yr. dry. SOUTH TEXAS LUMBER CO., Houston, Tex.

NO. 1 COM. & FAS, 5/4", dry; NO. 1 COM. & FAS 6/4", 10" and up, dry. COM. & BTR. STRIPS, 4/4"; NO. 3 COM. & BTR. 4/4", dry. W. R. WILLETT LUMBER CO., Louisville, Ky.

OAK—MISCELLANEOUS

BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 2 C., 8/4", reg. width. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

TIMBERS, mixed, 6x6 to 12x12—10 to 20", mostly 6x6 to 8x8—12, 14 & 16', square edge and sound, band sawed, ends carefully trimmed and painted to prevent season checking. SOUTHERN PINE LBR. CO., Texarkana, Tex.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16', 6 mos. dry, largely 14 & 16' and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4", 7" & up, 50% 14 & 16', 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4 & 6/4", reg. width., 50% 14 & 16' kiln dried; NO. 1 & PANEL, 4/4", 18 to 23", 50% 14 & 16', 6 mos. dry. LITTLE RIVER LUMBER CO., Townsend, Tenn.

COM. & BTR., 5/8 & 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 50% 14 & 16', 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16', 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16', 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

FAS 12/4", reg. widths. & lgths., dry; NO. 1 COM. 10/4", reg. width. & lgth., dry; CLEAR SAP 4/4", reg. width. & lgth. SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 2 COM. & BTR., and PANEL, 5/8. W. R. WILLETT LUMBER CO., Louisville, Ky.

SYCAMORE—QUARTERED

COM. & BTR. 4/4", 5" & up, 10' & 12', 18 mos. dry. EVANSVILLE VENEER CO., Evansville, Ind.

WALNUT

NO. 1 COM. 4/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 2 C. 4/4", usual width. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

LOG RUN 4/4" & 6/4", 4" & up, 6' to 12', 8 mos. dry. EVANSVILLE VENEER CO., Evansville, Ind.

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 6 to 16" wide, 6 & 7' lgths., \$97; FAS 4/4", 6 & 7" wide, 8 to 16' lgths., \$110; FAS, QTD., 4/4", 8 to 16' lgths., \$120; NO. 1 C., 4/4", 6" & wider, \$52; NO. 1 C., 5/4", 6" & wider, \$59; NO. 1 C., QTD., 4/4", \$55. SPECIAL stock, QTD., 4/4", clear of knots, 4 & 5" width, 6' & longer, \$72; 4/4", clear sap steamed, of common dimensions, \$55. PICKREL WALNUT CO., St. Louis, Mo.

DIMENSION LUMBER

GUM—SAP

CLEAR, 2x2"—8", 3 mos. dry; 2x2"—4', 3 mos. dry; 2x2"—30", 3 mos. dry; 3x3"—4', 3 mos. dry; SOUND, 2x2"—8", 3 mos. dry; 3x3"—4' & 8", 3 mos. dry. PROBST LUMBER CO., Cincinnati, O.

OAK

CLEAR, 2x2"—18", 24" & 30", 4 mos. dry. PROBST LUMBER CO., Cincinnati, O.

FLOORING

BEECH

CLEAR, 1"x2 1/4"; NO. 1, "x2 1/4". T. WILCE COMPANY, Chicago, Ill.

MAPLE

PRIME, 1 1/2"x4"—2' to 16'; 1 1/2"x4"—2' to 16', extra good quality; FCTY., 1 1/2"x2 1/4"—1' to 16'; 1 1/2"x3 1/4"—1' to 16'; CLEAR, 1 1/2"x2 1/4"—2' to 16'; 1 1/2"x1 1/2"—2' to 16'; NO. 1, 1 1/2"x1 1/2"—1 1/4" to 16'. KERRY & HANSON FLOORING CO., Grayling, Mich.

NO. 1 & CLEAR, both 1 1/2"x2", reg. lgth. KNEELAND-BIGELOW CO., Bay City, Mich.

OAK

SELECT RED, 3/4"x7/8", 1 1/2"x1 1/2", 1 1/2"x2"; SELECT WHITE, 1 1/2"x1 1/2", 1 1/2"x2". T. WILCE COMPANY, Chicago, Ill.

VENEER—FACE

GUM—RED

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—PLAIN

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

WALNUT

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTTY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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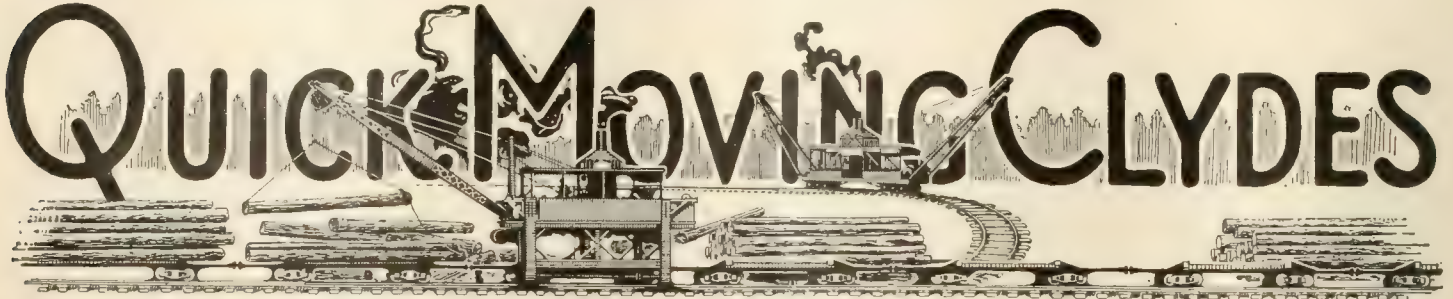
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QUICK-MOVING CLYDES



The Human Element in a Logging Operation

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

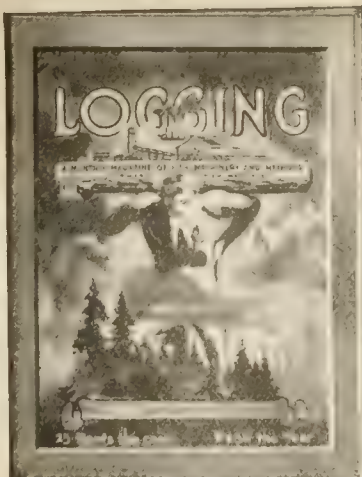
This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.



FOUR LOGS ON TWO LINES

THIS CLYDE SKIDDER HELPS "THE HUMAN ELEMENT"



SEND FOR A SAMPLE COPY
AND READ BOTH STORIES

CLYDE IRON WORKS

*Manufacturers of
Quick-Moving Clyde Logging Machinery*

DULUTH, MINNESOTA

U. S. A.

NORTHERN MANUFACTURERS

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany and Quarter-Sawn Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

BONE DRY WISCONSIN BIRCH

2 CARS 4/4 FAS RED BIRCH
3 CARS 4/4 No. 1 Common RED BIRCH
2 CARS 6/4 FAS RED BIRCH
1 CAR 6/4 No. 1 Common RED BIRCH
2 CARS 4/4 FAS UNSELECTED BIRCH
5 CARS 4/4 No. 1 Com. UNSELECTED BIRCH
5 CARS 4/4 No. 2 Com. UNSELECTED BIRCH
3 CARS 6/4 FAS UNSELECTED BIRCH

Can furnish limited amounts 5/4 and 8/4 in above cars.

Let us quote you our prices

RICE LAKE LUMBER CO.

Yard and Mills, RICE LAKE, WISCONSIN

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

HAVE FOLLOWING STOCK AT
IRON MOUNTAIN, CAR SHIPMENTS:

100 M ft of 6/4 No. 3 Common BIRCH
15 M ft. of 10/4 No. 1 Common & Better BIRCH
15 M ft. of 12/4 No. 1 Common & Better BIRCH
50 M ft. of 6/4 No. 3 Common SOFT ELM
100 M ft. of 6 ft. COAL DOOR LUMBER

EAST JORDAN LUMBER CO.

—Manufacturers—

"IMPERIAL"
Maple Flooring

EAST JORDAN, MICH.

ATTENTION

"CHIEF BRAND" Maple and Birch Flooring

in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co.
Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

"IDEAL" Steel Burnished

Rock Maple Flooring

is the flooring that is manufactured expressly to supply the demand for the best. It is made by modern machinery from carefully-selected stock, and every precaution is taken throughout our entire system to make it fulfill in every particular its name—"IDEAL."

Rough or Finished Lumber—All Kinds

Send Us Your Inquiries

I. STEPHENSON CO., Trustees
Wells, Michigan

We have the following dry stock to offer:

**One Car of
10/4" No. 3 Common
Rock Elm**

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.
WISCONSIN AND MICHIGAN HARDWOODS

BUFFALO

The Foremost Hardwood Market of the East

Buffalo Hardwood Lumber Co.

OUR SPECIALTY
Plain and Quartered Red
and White Oak and Ash

940 SENECA STREET

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

Standard Hardwood Lumber Co.

OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO.

Hardwoods

Ash and Elm

NIAGARA—CORNER ARTHUR

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Taylor & Crate HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

*Hardwoods
of All Kinds*

1142 Seneca St.

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring

955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

GUM

Figured and Quartered Stock

TO give adequate service in handling orders for Quartered and Figured Gum, we have piled up sufficient lumber of this description so that it is now possible to offer a complete assortment such as you might select from in normal times.

It is truly good stock in every particular—the quartered is full quartered, and the figured stock is really better than representative material in figured gum would have to be.

The piles include:

RED GUM

8 4 No. 1 Common & Better Qtd., saps,
no defect

4 4 Common & Better Qtd., figured

8 4 Common & Better Figured

Your order now while the stocks hold will get you really good values at very fair prices

ANDERSON-TULLY COMPANY

Memphis, Tenn.

Exponents of Golden Rule Quality

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

Wanted

OAK

3 cars.....2 x2 —30" Clear
2 cars.....2 x2 —19" Clear

MAPLE

2 cars.....2 x2 —16" Clear

BEECH

2 cars.....2 1/4 x 2 1/2 —30" Clear

OAK

2 cars.....1 3/4 x 1 3/4 —19" Clear
5 cars.....1 1/2 x 1 1/2 —20, 30 & 40" Clear
3 cars.....1 1/4 x 2 1/4 —42" Clear
5 cars.....1 1/4 x 2 1/4 —4' 6" & 5' Clear

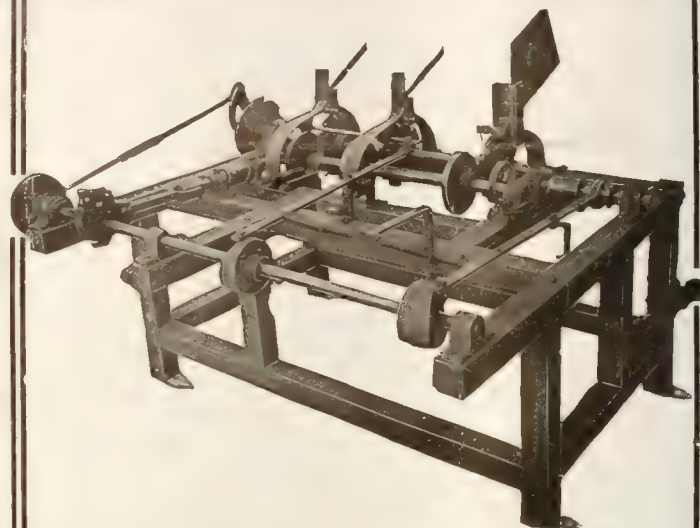
Also anything in Hardwood Dimension that you have to offer. Send us your list.

THE PROBST LUMBER CO.

CINCINNATI, OHIO

Broom Handle

CHUCKING AND BORING MACHINE



It rounds end of handle and bores small hole in other end automatically at same time. Capacity, 45,000 handles in ten hours. All the operator has to do is to keep the handles fed to the machine. Used by the largest producers. Write for details and price.

CADILLAC MACHINE CO.

Makers of Handle Makers Tools. CADILLAC, MICHIGAN



Goodyear Products

BIRCH

Average widths and lengths

4/4 No. 3.....8 mos. dry
5/4 No. 3.....4 mos. dry
3/4 No. 3.....8 mos. dry
5/8 No. 3.....8 mos. dry

BASSWOOD

Average widths and lengths

3/4 No. 2 & btr.....8 mos. dry

MAPLE

Average widths and lengths
4/4 No. 2.....4 mos. dry
3/4 No. 2.....8 mos. dry

It will be a special pleasure to show you our Birch and Maple. It is all in the upper grades and particularly high-class stock.

Our attention has been focused on the proper manufacture of this lumber, its careful grading and on being able to assure full thicknesses.

C. A. Goodyear Lumber Co.

McCormick Building

Chicago, Illinois

Mill located at Tomah, Wis.

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, JUNE 10, 1917

Subscription \$2.
Single Copies, 15 Cents.



ADVERTISERS' CLASSIFIED DIRECTORY FOLLOWS READING MATTER.

—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C. { MILLS } Porterwood, W. Va.
Jacksonville, N. C. { } Wildell, W. Va.
Hertford, N. C. { } Mill Creek, W. Va.

Willson Bros. Lumber Co.

MANUFACTURERS

MAIN OFFICE: PITTSBURGH, PA.

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale-
sellers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock

Long and Short Leaf Pine Virginia Framing

Finance Bldg.

PHILADELPHIA

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{8}" \times 2"$ No. 1 Maple Flooring

33 M. ft. $1\frac{1}{8}" \times 2"$ Clear Maple Flooring

The Kneeland-Bigelow Company

Manufacturers of
Hardwood Lumber

BAY CITY

MICHIGAN

William Horner

Manufacturer of

"Smoothest"

MAPLE, BEECH & BIRCH
FLOORING

MILLS:

Reed City and
Newberry, Mich.

Reed City, Mich.

Sole European Sales Agents: TICKLE BELL & CO.
Royal Liver Bldg., Liverpool, England

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARNS" LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

"ALL - PULL - TOGETHER - FOR - OAK SERIES." (BOOST NO. 1)

DID YOU KNOW ABOUT THE LAW AGAINST OAK FURNITURE?

Perhaps you didn't know that it is a *law* that accounts for the practical absence of good *OAK* Furniture from such a large (and increasing) number of good furniture stores?

Perhaps you haven't had occasion to ask for good *OAK* Furniture in good furniture stores since the law went into effect? (Suppose you try it.)

Perhaps you don't know that the same law is steadily extending the field of its application?

Perhaps you think that the consequent disappearance of good *OAK* Furniture as a factor in the furniture trade doesn't affect *your* business?

(Perhaps you don't sell any Oak to the Furniture trade?—"Perhaps.")

Perhaps you're not posted on the CRUSADE (now getting headway) by men with *investments* in Oak, to amend that law of *no-demand* as far as it applies to Oak, by *getting busy* and *making the public want* what we, as *OAK* men, *want them to want*.

Perhaps you don't believe in life insurance? If you do, perhaps you like to buy it cheap?

Perhaps you'd lay out a postage stamp to find out what *your competitors* are doing to *restore* THEIR *Oak* business—and then *protect* it?

Perhaps *you* could profit by what *they're* doing—without costing you so much?

Perhaps you'll write us a brief but pointed request for *INFORMATION* as to how much we know about what we're talking about.

Perhaps you'll catch *THE NEXT MAIL* with it.

"HEAVEN HELPS THEM WHO HELP THEMSELVES."

WE OAK MEN ARE "ON THE JOB" AT LAST. THIS IS OUR ASSOCIATION—YOUR ASSOCIATION. IF YOU CARE (EVEN A LITTLE) WRITE US A LINE. WE'LL GIVE YOU A STRICTLY PERSONAL ANSWER—NOT A FORM LETTER.

AMERICAN OAK MFR'S ASSOCIATION

1491 BANK OF COMMERCE BUILDING, MEMPHIS, TENN.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak.*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

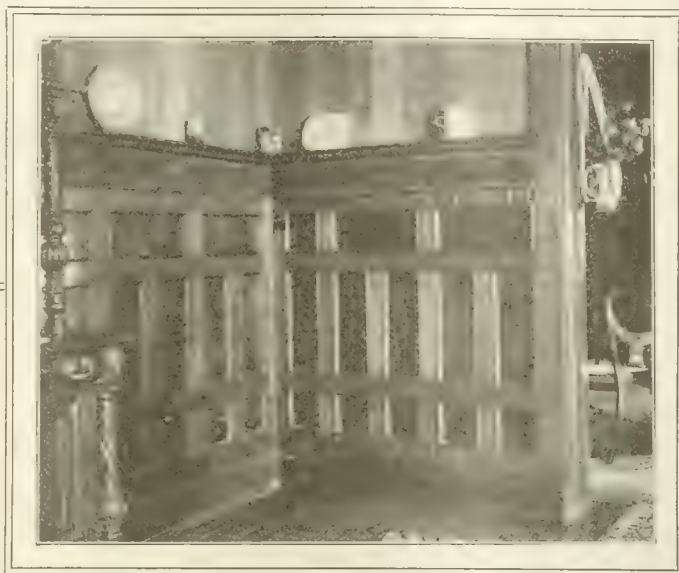
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

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Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page 36.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 38.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS
a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 8.)

INDIANA
Hoffman Brothers Company, Fort Wayne. (See page 10.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Barnaby, Greencastle. (See page 40.)
J. V. Stimson, Huntingburg. (See page 52.)
Wood-Mosaic Company, New Albany. (See page —.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 43.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.
a, b—Cyrus C. Shafer Lumber Company, South Bend.

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a, b, c—Arlington Lumber Co., Arlington. (See page 38.)
b—Kentucky Lumber Company, Lexington.
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Climax Lumber Company, St. Landry.
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MISSISSIPPI
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b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page —.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI
a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Leng-Bell Lumber Company, Hwd. Dept., Kansas City, Mo. (See page 39.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Pease Co., Poplar Bluff.

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c—Arkla Lumber & Manufacturing Company, St. Louis.
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a—Barr-Holaday Lumber Company, Greenfield.

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Bayou Land & Lumber Company.
C. Crane & Co., (See page 43.)
a, b—Duhmeier Brothers & Co.
a, b—Mowbray & Robinson Company. (See page 40.)

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Babcock Lumber Company, Pittsburgh.

TENNESSEE
Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Johnson City Lumber & Manufacturing Co., Johnson City.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 9.)

MEMPHIS
Anderson-Tully Company. (See page 2.)
J. H. Bonner & Sons
b—Geo. C. Brown & Co.
Goodlander-Robertson Lumber Company.
Memphis Band Mill Company.
Russe & Burgess, Inc.
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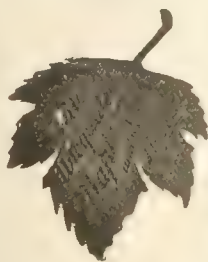
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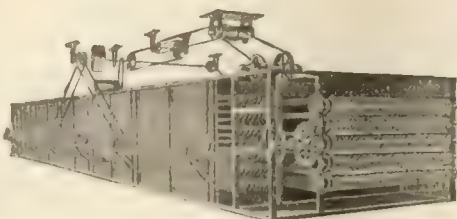


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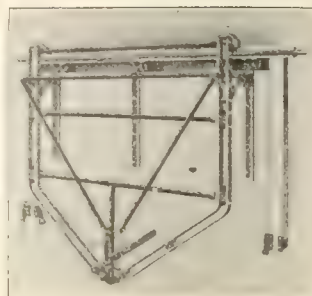
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Hardwood Record

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THE HARDWOOD COMPANY

Edgar H. Defebaugh, President
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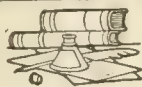
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No. 5



Review and Outlook



General Market Conditions

WHILE THE STATEMENT will be challenged in many places, it is nevertheless a fact that hardwood lumber is moving out much better today than it was a few weeks ago. The improvement first made itself noticeably felt a couple of weeks ago, but at that time the promise that it might continue was given little credence. There have, though, continued to be more cars available for lumber shipments and even though many are justified in claiming that they have not been so blessed, the aggregate movement of lumber to consuming points has gained in volume perceptibly. This is of course the best kind of news for the weary lumberman as well as for the anxious consumer who has been kept pretty much up in the air on the question of his supply of raw material. Prosperity and plentiful orders are very nice, but it takes goods going out to bring money in. Nothing could cause greater satisfaction to the whole of the lumbering and woodworking trades than to see this easing up in shipping facilities.

Next in importance is the fact that business is increasing not in a dignified manner, but veritably by leaps and bounds. Lessened use of hardwoods in some lines seems to have had not the slightest effect upon the whole demand. Prices continue their spectacular course until in some items they approach the danger point where they threaten to kill the goose of golden egg fame. At any rate radical price advances and consistent scarcity in many directions is resulting in the desire on the part of many users to explore the field and dig up, if possible, species that can be applied in their work at less cost and with more certainty of deliveries. The result is that many minor woods are being called upon to do their share where before they haven't been used at all or used only in more humble capacities.

No one is willing to admit weakness in any hardwood items and truly there would be no occasion for such admission. The only description of stock that might be suggested as not keeping right up with the procession is quartered oak, and it suffers more by comparison than because of its actual progress. In oak plain stock and bill stuff are having sensational careers, the plain sawn variety getting in many places where quartered is normally used. The result has been a steady rise in prices on the humble products of the oak log. It is easier in referring to the remainder of the varieties to lump them all together for the good things that are said of one can be said with equal truth of all. Gum is especially fortunate if having stocks literally cleaned up and orders at better prices every day (that cannot be filled) can be called fortunate.

In every case though it is significant to watch the trend of buying—always on rush orders and with price decidedly secondary to deliveries.

On the whole, no further encouragement is held out for betterment in the immediate future in such lines of use as have suffered from present conditions. Such for instance as furniture and finish. However, new calls and radical increases in many other directions have so far prevented this from having the slightest effect on the whole. And it would take a depression of considerable proportions to take the advantage out of sellers' hands with the average concern in the far South four to five months behind on orders, and the same conditions in slightly less drastic shape in the mountain country and the North. And with increasing manufacturing difficulties the argument as to the present and future of hardwoods is a decidedly one-sided one.

The Cover Picture

FANTASTIC FREAKS ARE POPULAR. The cover picture which illustrates this issue of HARDWOOD RECORD emphasizes that point. The tall, graceful, somewhat lopsided tree forming the center of the picture, with the stately Norman tower in the background, is a freak which is no less interesting to the botanist than to the layman. The photograph was taken by a representative of this paper in the grounds of the National Soldiers' Home, Washington, D. C. The tree is of Chinese origin and is popularly known as Chinese poplar, maidenhair tree, and ginkgo. Botanists know it as *Ginkgo biloba*.

The peculiar thing about it is that it is a needleleaf tree with broad leaves. That sounds contradictory, but it can be explained. Each leaf is of the shape of a fan, and upon close examination it is observed that the leaf is made up of a large number of needles resembling those of white pine. They radiate from a point, forming a quarter circle. The needles have grown together, forming a broad leaf made up of several dozen needles. It is thus a broad leaf and needle-leaf tree at the same time.

The question may be asked whether this tree is a hardwood or a softwood, since broadleaf trees are hardwood and needleleaf species are softwoods. An examination proves it to be softwood. The tree belongs to the yew group; but its fruit differs from that of yew. It looks like a small yellow plum; but persons who might be tempted to eat will change their minds when they get a sniff of the odor. It smells of butyric acid, and goes ahead of rancid butter. While the pulp of the fruit is uneatable, the Chinese find the seeds valuable as food. They are prepared like roasted almonds.

The ginkgo tree is very tall in proportion to its diameter. Its limbs are long and few and are located irregularly on the trunk, several close together, then a long section of bole without any. In spite of the tree's unsymmetrical appearance it is a popular park and road tree because of its oddness. It lines both sides of an avenue in Washington, D. C., and is growing in most of the parks. It

thrives as far north as Connecticut and a few are growing in Chicago and along the north shore where they keep alive but do not appear vigorous. It likes deep, loose, rich soil, which it fails to find in the vicinity of Chicago.

Plantations of ginkgo trees in the country might have economic value. The wood is of fair quality and if not examined too carefully it might pass for balm of gilead. Growth is rapid, but no more rapid than cottonwood and several other species native of the United States, and there seems to be little likelihood that ginkgo will ever be imported in this country except for ornamental planting.

A Definite Obligation

SOUTHERN LUMBER SHIPPERS can congratulate themselves on the fact that they approached the present business situation prepared. The outstanding development has been the effect upon rail shipping of the tremendous increase over normal volume handled by the roads. In fact, so severe has been the strain on carriers' facilities that they have not been willing or able to retire even for repairs the great quantity of equipment that needs it. The result is depreciated rolling stock and motive power and overworked trackage—making slower movement of freight inevitable. With embargoes, congestion and other influences this has brought on the disastrous car shortage.

So for poorer service the roads' demand for fifteen per cent increase in rates is doubly unfair—at least it will appear so until the roads have proven they are entitled to it.

That is the cause—now as to the remedy. Southern hardwood men are back of one of the strongest of lumber associations—the Southern Hardwood Traffic Association. Due to the organized and intelligent work of this bunch of scrappers there is a very good chance that the fifteen per cent petition will not be granted on southern hardwood lumber.

But the fight must not end there—in fact winning that argument would impose an added weight to the southern shippers' moral obligation to load bigger and still bigger loads; to crowd the time of loading and unloading to the utmost. Memphis lumbermen were given some interesting figures lately from practical men who showed that loading to full capacity in all industries would result in supplying more than enough cars. The thing is, though, that it must be done and not merely talked of.

Charity Begins at Home

THE UNITED STATES HAS SENT A RAILROAD COMMISSION to Russia to untangle the transportation troubles there and set the wheels in motion. That has been pointed out as the most urgent need in Russia at present. Meanwhile, railroad embargoes continue in our own country and shipments are held up and delayed in many regions until it has become almost impossible to carry on some lines of business. The remedy has not been found or applied here. Lumbermen, in particular, are suffering from lack of shipping facilities, and the output of mills has been curtailed. The condition has continued for a long time and nothing indicates that it will not continue.

The dispatch of a commission to Russia under Stephens to put the railroads to work is only half of our duty. The other half will consist of a similar commission in this country to straighten out our railroads and obtain better results. This is as essential to winning the war as to mobilize the Russian railroads; perhaps it is more so, for the Americans are in earnest about it, and the Russians seem to be half hearted and about ready to lie down.

Our railroads should be doing better work than they are doing. They either cannot or will not carry the freight that is offered them. If they cannot, they should be helped; if they will not, they should be punished. At any rate, it would seem that the American shippers, who are ready and willing to do everything in their power for their country and for business, should have at least as much help as we are offering the Russians. If our cars can be started and kept going, it ought to be done. A pretty strong belief is gaining ground that our railroads are not doing their best to deliver freight promptly. It may be unjust to accuse them of deliberately hindering shipments in order

to force a rate increase, but that belief is by no means absent from the minds of a good many people. Somehow, no remedy for the bad transportation conditions has been found and applied here, and it seems peculiar that a commission should be sent to Europe to cure Russia's transportation troubles when we have not cured those of our country.

Selling on Percentage Basis

THE DESIRE TO PREVENT EXCESSIVE PROFITS when large sales of war supplies are made to the government is responsible for the proposal in some quarters that the seller be allowed a certain and moderate per cent above cost, and no more. That plan has met with favor; but a little experience has shown its weak places. The trouble consists in keeping the cost within bounds. If a contractor is to receive ten per cent more than cost for what he sells, what does he care for cost? The higher the cost, the more his profit. Ten per cent above a cost of \$10,000 nets the seller \$1,000, while ten per cent above a cost of \$15,000 nets him \$1,500. It is to his interest to run the cost up.

This is not a theoretical objection to the percentage basis of profit paying. Cases have already been brought to light since the beginning of the war where contractors have paid seven dollars a day wages where the wage might have been four dollars. They made money by it, if their profit on the high priced man was seventy cents a day, and on the low man only forty cents. The same rule holds in buying material. There is every inducement to gouge the government, on the profit basis. The government pays the cost and also the profit which goes into the contractor's pocket, and the contractor faces no risk whatever of loss, so long as he is able to finance the operation and deliver the goods.

The specifications and terms sent out by the government, for purchases of lumber, do not propose payment on a basis of a certain per cent above cost. That proposition comes from other sources, and perhaps the wish is father to the thought. The government's call is for straight bids.

Something About Bird Nests

A CRITIC OF THE WOODEN SHIP PROGRAM recently bolstered his opposition with the argument that "birds are building their nests in the trees from which the ship timber must be cut."

Suppose that is true: the bird nests do not hurt the trees. But the point of the criticism evidently was that the period of conversion between the standing tree and the completed ship is too long for the present emergency, and that delay will result if the attempt is made to build ships from trees which have not yet been sent to the sawmill.

Possibly the criticism is well taken, but it is open to question. During the war of 1812 birds built nests in trees on the shore of Lake Erie in northern Ohio, and within ninety days the trees had been cut, hewed by hand, ships had been built of them, and the victory of Lake Erie had been won. People do not remember much about the bird nests, but they do remember the victory won with ships which were growing in the green woods three months before.

Are American lumbermen any slower than they were when Perry built his ships? He did not have so much as a single sawmill, yet he came in on the home-stretch with as clean a victory as any ships ever won; in spite of the bird nests which were undisturbed ninety days before. The fact was, he thought less about difficulties than of the work in hand. If he and his officers had spent several weeks powwowing about obstacles, there would have been no battle of Lake Erie.

Facilities for getting out timber in large quantities and in small time are a thousand fold greater today than when Perry built his fleet. Means of sawing, cutting, seasoning, and transporting are infinitely greater. What, then, is lacking? Has the poet sized up the situation in these lines?

We count, yet cast our strength away.

Our admiral with the soul of Drake
Would break the fleets of hell today.



The Lumberman's Round Table



Get-Together Meetings

One of the difficulties which lumbermen, in common with other employers, frequently experience is training their young men to take positions of importance and responsibility. A lad of good intelligence and fair education comes into a lumber office, learns the routine of handling orders and ought, in time, to be good timber for an executive position; but in too many cases he does not seem to develop to the proper point. This is bad for him and bad for his employers.

A successful hardwood man, whose business has been growing so rapidly, both in the manufacturing and distributing ends, that he has felt the need of assistance of the right kind, said the other day that he realized that the lack of good lieutenants in his organization is largely his own fault; that he has not given enough attention to training the youngsters, who have been forced to rely on themselves to pick up the sort of information and develop judgment of a kind that would justify giving them more important posts in the business.

"The lumber trade is peculiar," he said. "It isn't a case of wrapping up a package and handing it over the counter. You've got to know what you are doing and why you are doing it all of the time. It is unfair to expect a youngster to get all of the inside information, which he has to have to understand the lumber business thoroughly, if all he does is to handle office routine. There he gets a smattering of superficial knowledge, but he doesn't get down underneath the surface.

"Today, for instance, a carload of log-run lumber came into our yard. It would have been a fine car to have demonstrated with in order to show the boys just what the different items it contained were best adapted for. But I was busy and everybody else was busy and the car was handled in the usual way.

"What I plan to do is to have a weekly meeting, after hours, at which all of the office men, especially the boys growing up in the business, will be present. We will have dinner and talk about the business along general and specific lines. Individual problems will be talked over and all of the little points which those in executive positions must know will be elaborated. In this way I hope to be able to develop more good men for our organization. We need them and the best place to get them is in our own office, I believe."

The Daily Conference

In connection with the proposition of having meetings for the purpose of educating the youngsters in the organization there is a certain panel concern in an Ohio valley city which for a number of years has improved the work of its plant by having a daily conference of the foremen of its several departments.

The experience of this manufacturer had been that one of the most potent reasons for tie-ups of orders and failures to get work out on the dates promised was lack of co-operation between the departments. Instead of co-operating, they were competing with each other. The foreman thought that the other fellows were trying to "put something over" and pulled against instead of with the heads of other departments.

The plan of having every-day meetings was, therefore, devised with the idea of eliminating this feeling, getting the foremen to understand that they were all parts of the same organization, and that ultimate results were what every man should strive for. Incidentally, the troubles which had been experienced in handling work from one department to another were gone into.

The results of the plan were all that had been expected, and then some. Some of the men who came to these conferences were relatively inexperienced and did not understand the scope of the business as a whole. They became broader and more efficient by reason of their constant contact with the heads of other departments. On the other hand, they grew to understand the other men's viewpoints, and to sympathize with them, so that a spirit of teamwork and harmony was introduced. The net result was more vigorous co-operation,

better spirit throughout the plant and smoother running of the business machine.

These meetings are held in the morning, about 10 o'clock, after the day's work is well under way. They give an opportunity for the superintendent to call special attention to orders which need to be featured in any way or are in any degree out of the ordinary. The sessions are held on company time, but it is declared by those connected with the institution that it is an excellent investment.

How About the Timber

The most important thing about any hardwood operation is the timber supply. It is strange but true that lumbermen will occasionally erect mills without having sufficient assurance that timber of the right kind and at the right price will be forthcoming.

In the case of manufacturers who have been located in one place for a long time, and are remaining there largely for sentimental reasons, it is expected that they will have to depend on purchases in the territory outside, and that their local supply is not all that they will have to run on. But in the case of new operations in the timber country, where long hauls to market must be offset by low manufacturing costs, the timber factor must be right if the manufacturer is to make any money.

In one case, which was put on record a number of years ago, a manufacturer put up a remarkably expensive mill, which was equipped to do the best possible work. It was taken for granted that since the mill was located where timber was, the matter of a log supply would take care of itself. It didn't, for the reason that other people bought up the only available tracts. At last reports this mill was still unable to operate.

In another case, of more recent origin, a mill was erected at a point where the timber which it would logically saw belonged to somebody else. There was some material to be had by way of the river on which the mill was located, but this supply was uncertain. To operate regularly and profitably, it was necessary to purchase the timber owned by the other party. This was finally arranged, but it was evident that it would have been best to have provided for the timber before, instead of after building the mill.

Another hardwood concern is now erecting a mill, and putting a goodly sum into it, without having any assurance that its log supply is definitely assured. It hopes to be able to buy timber, because timber is standing in its locality. But whether this timber is being reserved for other operations, whether it can be had at a satisfactory price, or whether it can be gotten to mill under favorable conditions for manufacture, are features which have not been disposed of yet. The lumbermen are taking a chance, and hoping that everything will come out all right.

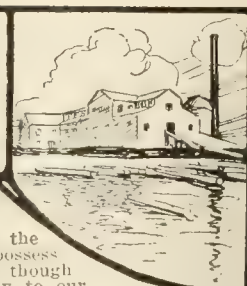
Oak "Au Naturel"

Those who admire fine woods will enjoy a visit to the retail store of Lyon & Healy, Chicago, located at Wabash avenue and Jackson boulevard. The store, which was opened a few months ago, is a fine type of modern mercantile structure and the interior trim is especially attractive. The first floor and the elevator cabs are finished in American walnut, while the fixtures above the first floor are of oak. The interesting thing about the latter is that the finish shows the natural color and appearance of the wood, no attempt being made to darken it. Some people might consider the appearance less attractive than if a stain had been used, but those who enjoy looking at handsome woods find in this installation an argument in favor of natural finishes. The public has been so accustomed to looking at a result decided on by the architect or owner, without regard for the natural appearance of the material, that to get a glimpse of what the wood looks like when the finish covers without hiding it is an unusual sensation. At all events, the effect in the Lyon & Healy building is good, and the installation, besides doing credit to the company, is a fine boost for oak, and is especially worth while now that the oak manufacturers are working to bring this material back into its deserved popularity.



Figures Due to Pigments

HU MAXWELL



Editor's Note

Perhaps the figure formed in growing wood by the irregular distribution of coloring matter among the fibers may justly be classed as the most artistic of all figures belonging to timber. Few species possess it. There are scarcely a dozen among all the regularly marketed woods of the whole world, though examples are rather numerous among minor species which are too scarce to be important. It is greatly to our advantage that this country possesses a large portion of the world's supply of figured wood of this class. We buy some from other countries, but sell more to them, and our supply promises to hold out for many future years.

ARTICLE TEN

A class of figures in wood is due to the deposit of pigments or coloring matter among the fibers of the growing trunk. Figures of that kind are independent of growth rings, rays, and other regular elements of wood, though they are, of course, associated with them. The best known and most highly developed figure of this kind is furnished by Circassian walnut. The figure does not appear in repeated patterns, one taking the same form as the rest. There is endless variety, yet enough points in common to give character.

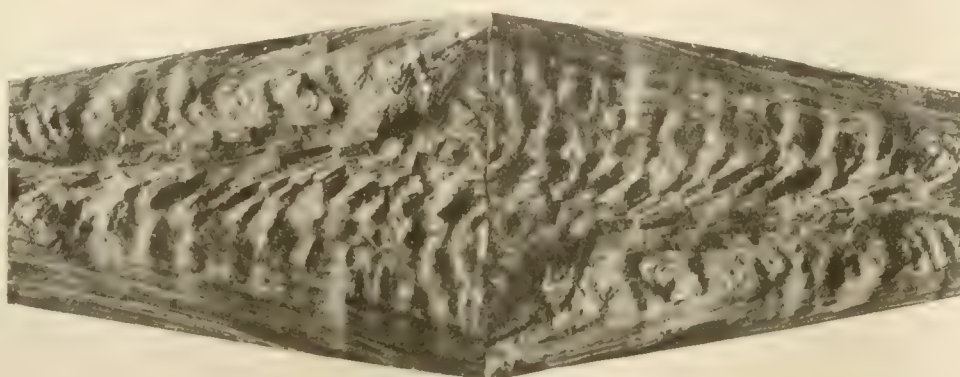
The figure is caused by contrast of color, and the contrast is due to dark patches of wood in association with lighter patches. The borders are not abrupt and sharp. There are beautiful blends and pleasing harmony, whereby one tone shades off into another. This is different from figures due to growth rings on medullary rays where lines are sharp and changes sudden and sometimes not wholly pleasing. The difference between this figure and some others, as they occur in wood, may be compared with the difference between the soft shades and delicate harmonies of a fine Persian rug in contrast with the sharp, strong stripes of a cheap ingrain carpet.

This may be considered the highest perfection of wood's natural

figures. It is the most artistic. Few woods possess it, otherwise than by rare accident.

The underlying reason for the deposit of pigments in zones and bands which seem to follow no law, is not known. If the lines of deposit followed annual rings, or medullary rays, or the direction of the fibre, the phenomenon would not be so difficult to account for,

and explanations would not seem so impossible. But the bands of color cross and re-cross growth rings, pass in and out among medullary rays, and seem to follow the purposeless leadership of chance. Yet, when one inspects a finely figured panel he does not feel that he is looking at a work of chance. There is a unity and a completeness, with one



FIGURED AMERICAN WALNUT

Fine veneers are sawed or sliced from burls and crotches of this wood, the most artistic produced in this country

figure blending with another, that give the impression that law must rule, else a thing so exquisite could not take form in the growing woods, simply by the deposit of pigments among the fibers.

With the real cause of the deposit of the coloring matter in that particular way unknown, it is idle to speculate upon how soil, climate,



SANTA CRUZ IRONWOOD

This small tree of finely figured and little known wood has its home on rocky islands off the coast of southern California

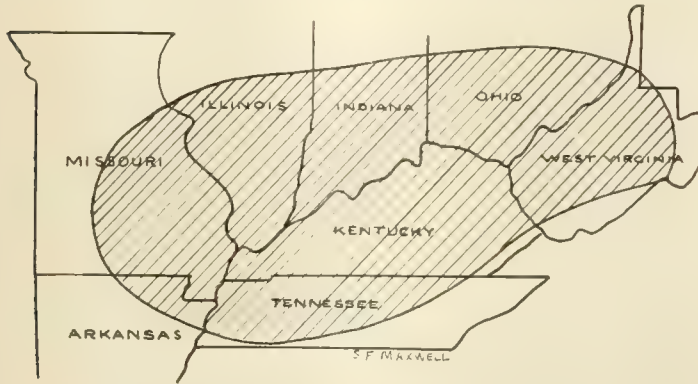


OLIVE STEM AND SWELLED BASE

Old olive trees no longer useful for fruit bearing are valuable for finely figured wood that goes to souvenir shops

and situation may influence the work. Yet, it seems certain that climate must have something to do with the matter. The finely-figured Circassian walnut is from trees grown among the mountains bordering the southern shores of the Caspian sea, in Asia. These trees, for the most part, are from old orchards that were profitable a century or more ago for the nuts they produced. The same walnut grows wild in the region, and some of the fine figures come from the wild trees.

The English, French and Italian walnuts of Europe are the same species, the Circassian transplanted into those countries by the Romans, or at earlier or later dates. The transplanted trees in Europe do not produce the rich figures found in the wood from the



COMMERCIAL RANGE OF BLACK WALNUT

This tree grows outside the shaded area of the map, but nine-tenths of the supply comes from within that area

Caspian region. The shades in the European figure is not so deep as that from the mountains of Asia, and the contrasts are not so striking. The difference cannot be due to the age of the trees, for those in Europe are as old as any. This walnut was growing in Italy and Greece, and perhaps in France, two thousand years ago, but for some reason, the figure of the introduced tree is not so strong as in the same species on its native hills.

There are, of course, great differences in the figures of individual trees in the same region, where environment, age, and size are the same. That is as true of American walnut as of Circassian. It is equally true of red gum, and is in even greater evidence there, for some gum trees have finely figured wood while others like them in every other respect, possess no figure.

WOODS WITH PIGMENT FIGURES

A little of this figure is liable to occur at times in any wood. A band or two or a splotch or cloud may form now and then, without repetition. It takes repetition to produce figure. But, there are only two woods of the United States where pigment figures of this class are of commercial importance. One is walnut, the other red gum. There are three species of black walnut—that occurring in the East and the Mississippi valley, which furnishes the black walnut of commerce; that in Texas, New Mexico and California, known as western or Mexican walnut; and that confined to the Pacific coast and known as California walnut. All of these possess the characteristic pigment figure; but the Mexican and California species are small of size and few in number, and they amount to practically nothing as a source of lumber supply. The common black walnut is the source of American walnut figured wood.

The other figured American wood is red gum (*Liquidambar styraciflua*). Lumbermen sometimes speak of "gum" and "red gum" when they refer to this tree. The light-colored sapwood they call "gum" and the colored heartwood "red gum." It is not necessary to make that distinction in speaking of the figured wood, for it occurs in the sapwood as well as in the heart, but the figured heartwood is often preferred.

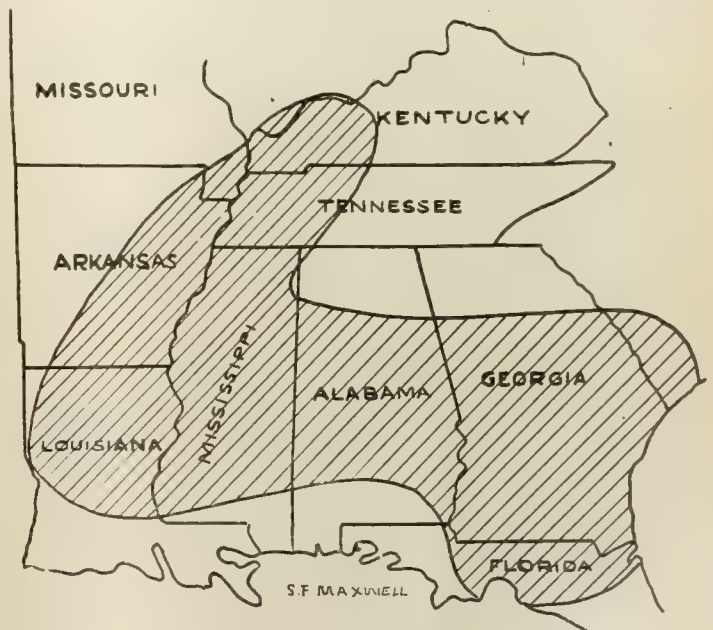
There is room for confusion of species when speaking of gum. Five kinds of trees bear that name in this country, black gum, water gum, cotton gum, sour tupelo, and red gum. Though all bear the same common name, red gum is not akin to the others. Not only are their names the same, but there is a general resemblance in the ap-

pearance of the trees of the different species. They look as much alike as the different species of maple look alike. Red gum's only near relative in this country is witch hazel, and these two no more resemble than a mouse looks like a race horse. The gum is a tall, shapely tree, and the hazel is a squat shrub.

All red gum trees do not contain figured wood. Neither is it conspicuous in all walnuts. Certain trees of both species have the pigment figures highly developed, while it is largely or wholly lacking in others.

The figure due to the deposit of coloring matter irregularly in the wood of growing trees is found in some of the minor species of this country, but the supply is not sufficient to be attractive. The figure in olive wood is often fine and the colors pleasing. It is shown to advantage in small articles for sale on souvenir stands, and purporting to come from Palestine. Some of them doubtless do come from there, but others do not. Olive wood is grown in certain parts of the United States, chiefly in California where trees a hundred years old are pointed out in the vicinity of old Jesuit missions. The trunk of the olive tree is usually deformed and irregular, and is not suited to the cutting of veneers of appropriate sizes for use. Besides, the fruit is worth more than the wood. The annual output of oil from the fruit of a single tree in Italy or Palestine may be worth a hundred dollars. It is evident that only dead trees will be cut for the wood so long as the fruit pays well. No olive trees of the United States yield that well, but they may do so when they reach full maturity.

A species of ironwood (*Lyonothamnus floribundus*), which grows on the Santa Barbara islands, off the coast of southern California, yields wood of beautiful figure due to the deposit of bands and streaks of coloring matter; but the trunks are disappointing because of their smallness, and the tree's range is quite limited. The best development is on the island of Santa Cruz where trunks cling to the rocky



PRINCIPAL REGION OF RED GUM

Eighty per cent of the cut of this wood grows in the territory represented by the shaded area of the map

slopes far up the mountain sides, and the clusters of small berries furnish food for wild turkeys. No manufactured products other than of small wares, need be expected from this tree.

FUTURE SUPPLIES

The future supply of figured wood of this class in this country may be expected to come from red gum, black walnut, and possibly Circassian walnut planted here. The Circassian walnut has been growing in this country for more than a hundred and fifty years, some trees having been planted near Philadelphia prior to 1750. More than a million planted trees are under cultivation in this country now.

They are found in the majority of states, and most of them are yet small. In general appearance the young Circassian walnut resembles pecan or one of the smooth-bark hickories; but in old age the trunk becomes of irregular shape.

An examination of the wood-using reports of various states fails to discover a record that any home grown Circassian walnut has ever been used in the United States. It does not seem to be known whether the figure developed in the wood of this species produced in this country is satisfactory or not. A fair chance to produce the best figure has not yet been had, because the oldest of the trees have not reached full maturity. There is reason to hope that the soil and climate of some portions of the United States will be favorable to the development of the fine figures which characterize the walnut of the Caspian shores.

The wild black walnut will be sufficient to meet the demand for figured walnut wood in the immediate future. The species has a wide range, and walnut trees are coming on throughout the whole of it, which includes one-third of the United States. Though the stand is scattered, and trees are usually far apart, the aggregate supply is pretty large. Much of the walnut timber is growing in the open, instead of in forests, and trees in the open grow rapidly. They must have age before the wood is at its best in color and figure; but planted

walnuts of large size and excellent wood are being cut all the time. This may be accepted as proof that when wild trees can no longer meet the demand, the trees about farms will be sufficient.

Black walnut trees are being planted every year in large numbers, in many parts of the country. Those now growing in orchards are known to number about two million trees. They are being planted chiefly for their nuts, but while they are producing nuts, they are growing wood, and in future years the mature trunks will be sliced into veneers, and the figured wood will doubtless be as eagerly sought after then as it is now. The red gum supply is adequate for generations to come.

WHERE FIGURED WOOD IS USED

The manufacturers of furniture, interior finish, and musical instruments are the largest users of figured walnut and gum. It is reduced to thin veneer by either the rotary or the slicing process, and the figures are so nicely matched in panels that large rooms or halls may be finished with as perfect harmony as could be done with wall paper or the paint brush. Figures of this class should show to the best advantage in panels and tops of considerable size, though by careful selection of figures, smaller surfaces, curved as well as flat, may be artistically covered.



The Car Situation at Memphis



J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, reports that lumber interests are securing now about 50 to 60 per cent of their requirements as compared with 25 to 30 per cent a short time ago. Some are doing even better than this but others are not doing quite so well but the foregoing figures are regarded as representing a fair average. A great many box cars have been sent to southern lines during the past few days and this fact, coupled with the increased loading and the more prompt loading and unloading, as well as the more prompt switching of cars by the carriers, is largely responsible for the rather better showing. The foregoing applies to cars for the handling of outbound shipments of lumber and lumber products.

There is still quite a pronounced shortage of flat cars for the handling of log shipments and most of the millmen at Memphis are complaining over the enforced curtailment of production resulting from this condition. The order of the car service commission and the car committee of the National Council of Defense giving preference to coal and iron ores threatened at one time to paralyze the movement of logs but some modification of the application of this order is noted. Some of the mills here are still having to run intermittently. They start up and work their machinery until there are no more logs to be had. They then close down awaiting further receipts of logs. This condition has obtained for some time and considerable improvement will have to be shown before permanent operations may be counted upon. Some of the biggest mills here are down at the moment and when they start up others will go down, with the result that full production is out of the question under present conditions. Some of the outside mills are likewise handicapped but, taken as a whole, there is improvement over a fortnight ago.

The car service commission recently organized here is holding meetings with shippers of lumber and other commodities with a view to improving transportation conditions and there appears to be more effort in the direction of intelligent co-operation than at any time in the history of the so-called car shortage. Somebody has made the discovery that there is no shortage of equipment and that the whole trouble in the car situation lies in the slow switching, in the slow loading and unloading, in the slow movement of freight trains and in the failure of shippers to load to capacity. Efforts are now being made to speed up switching and handling of cars on the part of the carriers and more prompt and more full loading on the part of shippers. It is believed by the carriers that the foregoing defects are funda-

mental and that their removal will enable shippers to secure all the cars they want and at the same time insure reasonably rapid movement to destination. Memphis lumbermen and other interests are co-operating and the view is expressed here that, if the movement looking to correction of these fundamental defects assumes nationwide proportions, there is prospect of a real solution of the so-called car shortage at an early date. The railroads are checking up on various classes of shippers and they are preparing to refuse cars to those who fail to load promptly as well as to those whose practice is to load cars only partially.

Southern Shippers Put Up Telling Fight

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, James E. Stark, president of that organization, George Land and W. B. Burke, traffic manager and general manager, respectively, of the Lamb-Fish Lumber Company at Charleston, Miss., and Walker L. Wellford, general manager of the Chickasaw Cooperaage Company, have returned from Washington where they presented testimony before the Interstate Commerce Commission in opposition to the proposed advance of 15 per cent in hardwood lumber rates and in favor of suspension of this advance until the case can be thoroughly heard on its merits. Mr. Townshend will return to Washington June 7 and will remain there until June 13. The decision of the commission will be handed down sometime between that date and July 1.

Mr. Townshend is rather optimistic regarding the outcome because of the very strong arguments he and other members of the association were able to present in opposition to the higher rates. Speaking of this recently, Mr. Townshend said that the strongest points they were able to make may be summed up as follows:

1. That there are more than 7,500 cars of lumber awaiting shipment in the South which cannot be shipped before July 1. If the railroads are given the higher rates, lumbermen, who have sold on the basis of present rates, will lose a very large sum of money and the carriers will be the beneficiaries of their own failure to furnish equipment for the handling of these shipments. All of this lumber, it was stated, would have been, or would be, shipped prior to July 1 but for the lack of facilities on the part of the carriers.

2. That the southern roads are in more prosperous condition than they have ever been and are not able to successfully plead that any emergency exists so far as they are concerned.

3. That lumber is now paying more than its just share of transportation cost as a result of the heavy advances saddled on the lumber industry during the past two to five years, ranging from 7 to 100 per cent and averaging something like 38 to 40 per cent.



True and False Mahogany



The Forest Service has published bulletin 474, written by C. D. Mell, in which true mahogany is distinguished from the false. A list of all commercial woods of the world that are called mahogany is given in order to separate them from true mahogany which exists in only two species, and these are closely related; one is *Swietenia mahagoni*, the other *Swietenia macrophylla*. This is a classification made by botanists. The two species grow in America only, except that some plantings have been made in other countries. Half the wood sold in the markets as mahogany is not mahogany. It comes from many lands, and is made up of many species.

It is common practice to give mahogany a name to show the district or region from which it comes, as Tabasco mahogany from the Mexican state of that name; San Jago, from the place of that name in Cuba; or such other place names as Haiti, Honduras, Panama, Nassau, Guatemala, Laguna, Corinto, Colombia, and others. Baywood is a name applied to mahogany from Mexican lowlands.

GEOGRAPHICAL DISTRIBUTION

At one time mahogany was believed to be a native only of the region extending approximately from the northern boundary of Costa Rica northward to Tampico in Mexico. It is now known, however, to extend from the extreme southern point of Florida to the West India Islands, and along the Gulf coast in Mexico from Tampico southward through Central America and into South America. Formerly it was very plentiful on the Island of Trinidad and about the coast of the mainland to Venezuela. It is common in northeastern Colombia and Venezuela. In general, the small-leaved species (*Swietenia mahagoni*) is found in Florida, the West Indies, Central and South America, and elevated parts of Mexico. It is common at elevations of from 3,000 to 4,000 feet, where it grows slowly but produces wood of the best quality. The commercial distribution of the large-leaved species (*Swietenia macrophylla*) is not so well known, but it seems to be most abundant in British Honduras and along the coastal plains of southern Mexico.

From 100 to 150 years are required for a mahogany tree to reach merchantable size. It grows both on high dry ground and in low moist situations. It is on the latter sites, in Mexico and Central America, that the largest timber is produced.

Provisions are made in several Central and South American countries within the natural range of mahogany to insure continuance of the supply by requiring those who have timber concessions to plant two mahogany trees for every mature one cut. This, however, has been found not only unprofitable, but unnecessary, since natural reproduction on cut-over lands is usually good. At least one large timber company operating in the Republic of Colombia has for over 20 years faithfully carried out the terms of its contract by replanting cut-over areas, but the results are not encouraging. Planted trees often grow very slowly in comparison with those resulting from natural seeding. It is probable that the cultivation of mahogany will never attain commercial importance outside of the tree's original habitat.

THE WOOD OF TRUE MAHOGANY

Mahogany is moderately strong and tough, quite uniform in struc-

ture, and may be either moderately open-grained or close-grained, depending largely on the locality where grown. The wood seasons with comparatively little warping and checking, and once seasoned shrinks and swells very little. This property of holding its shape, together with its handsome grain and figure, makes it one of the most satisfactory cabinet woods. It takes a beautiful natural-wood polish, is well adapted to stains, and has the particularly valuable quality of taking glue well. Owing to the small size of the pith rays, quarter-sawing adds little to its figure. The grain of high-grade mahogany is often very odd and pronounced, and in this form it is the most valuable cabinet wood known. For the most part it is cut into very thin veneer by a special machine to avoid waste. Veneer of great beauty is obtained from crotched pieces which are taken from the

tops of trees where the limbs join the trunks. This form is known on the market as "crotch mahogany."

Woods from the same locality do not all grade alike. Beauty of grain is the basis on which mahogany is graded, but size is also considered. Florida mahogany is of darker color, and harder and heavier, than any other. When the lumber reaches market it is graded without regard to whether it is of the small-leaf or the large-leaf species. Cuba mahogany comes chiefly from small, knotty, crooked trees grown on high rocky uplands. These logs are used for sliced veneer. Mahogany from Venezuela is hard, heavy, and dark brown, and that from San Salvador is similar.

Mexican mahogany is the most variable in quality. Although a good deal of the wood from the higher elevations of Mexico superficially resembles that from Cuba, it is on the whole softer and lighter in color, even resembling the wood of the Spanish cedar so much used for cigar boxes. The best Mexican

mahogany comes from the interior and higher portions of the state of Tabasco, and in size, color, and hardness is superior to the best product obtained in the lowlands farther south.

Mahogany from British Honduras contrasts strongly in appearance and in structure with that from other regions. Annual rings of growth are often wanting, so that the wood has a nearly homogeneous structure. It is moderately soft and light in weight, but in quality and color compares favorably with that from Venezuela.

True annual rings are not formed regularly in mahogany farther south than British Honduras, owing to the fact that growth continues practically throughout the year. Mahogany wood produced north of British Honduras commonly shows in transverse sections more or less distinct rings of annual growth.

The quality and often the source of true mahogany may be determined by its minute structure. Woods which bear the name mahogany, either with or without modifying terms, but which are not true mahogany, grow in India, Ceylon, Andaman, Borneo, Africa, Australia, Philippines, United States, Canada, Mexico, Central America, West Indies, and South America, and the species so designated number at least fifty.

The great popularity of period style turnings is making a nicely enlarged business in dimension wood for cabinet work and also a fairly good call for special turning machines.



RANGE OF MAHOGANY SHOWN BY SHADED AREAS



How They Do It Down South



Moorhead, Miss., June 2, 1917.

Well, Spike:—

I've made a change and I'm glad of it. I'm with the Kraetzer-Cured Lumber Company, at Moorhead, Miss., and I like it fine here. I like the place and I like all the fellows on the payroll, from the president down to Bob, the somnolent colored office boy. They are a patriotic bunch, too, and a few of them may have to go to the trenches, especially Heinie.

Along this line there arose a rivalry which developed into a flag-raising, a big barbecue, a dance, and a general big time, for practically the whole county of Sunflower. It all passed off in the most agreeable manner possible, though the weather man had to be bribed most shamefully; for he had been threatening showers for the first of June, the day of the big doings. And he stayed bribed (which is not always the case with the bribee) and the weather was ideal. Wait till I tell you about it.

The chief inspector, Mr. Hamil, conceived the idea of raising enough money among the office force to buy a flag for our club house; said flag to be large enough to show the dam Dutch that Moorhead is doing its bit. Enough money was raised to buy a 7x14 flag. Then a raiding party was sent into the surrounding forest, which returned with a slender, 50 foot Persimmon pole, and the 7x14 proudly floated from its peak.

"Ha!" said Mr. Nordeck, the manager of the mill, "some patriotism! but watch me! I'm going to buy a flag that can be seen in Potsdam, by dam! I'll make Bill Hohenzollern wish he hadn't started what he'll have a heluva time finishing." I don't know where Nordeck got all of the money. He claims he had that much himself. Anyway, he marched into the office one day with a bundle and the command! "Here you fellows—about a dozen of you—take hold of this." And he unfolded a flag 12 feet x 20 feet, all wool, and four yards wide. Say, Spike, in that size the old Star Spangled is some beauty.

At this stage, the president of the company, B. F. Dulweber, came into the game and things began to happen. Quoth he—"Let's do this thing up in style. Let's have a flag-raising, speaking, etc. And what's the matter with a barbecue?" Said Nordeck! "Suits me, but I've done dug." B. F. is a big man physically and he proved at once that he is big in other ways. "I'll dig the rest," said he. And this is the way it was pulled off:

A number of prominent citizens were asked to form a committee on arrangements. The prospective affair was given all possible publicity and the neighboring towns, in fact, the entire county was invited to attend; to listen; to cheer; to parade; to watch the raising of a real flag; to eat; and to have a good time, all at the expense of the Kraetzer-Cured Lumber Company.

And they came! Believe me, Spike, they came!—by train, by Shanks' mare, by automobile and by mule.

A stand had been erected on the grounds of the Sunflower Agricultural College and this stand was decked with the flag. At 12, noon, B. F. Dulweber opened the occasion with a short address of welcome. Then Judge Moody of Indianola, delivered a stirring address, in which he appealed for the Red Cross. Honestly, Spike, he almost hooked me for a subscription; and you know me, Spike. Then the Hon. Shed Hill, of Greenwood, spoke on Patriotism. His address was simply fine and the audience thought so, too, judging by the applause. Believe me, Spike, the South is patriotic all right. Then the parade formed for the march to the mill grounds; at the head, the flag, a gorgeous plane of red, white and blue, borne by twelve young ladies (8 to 15) in white; next, the municipal band of Greenwood, and then a procession of automobiles—127 of them—I counted them twice. The on-footers covered the sidewalk for a half-mile.

Arrived at the mill yard, the crowd assembled around the derrick, on the top of which a 40-foot extension-mast had been erected. Then the flag was slowly raised, while the band played the Star Spangled

Banner and the crowd stood with bared heads. There was a dandy breeze and Old Glory floated proudly right from the start. And when she reached the top, 125 feet in the air, the crowd cheered and cheered again; a ton of dynamite (more or less) was detonated; the mill whistle shrieked, and every mill whistle in town took up the chorus. Say, Spike, it was the most inspiring scene I have ever seen or heard. And it sure means something to be an American.

Then, preceded by the band, the crowd marched to the loading shed, where the feed was spread on a long table, built of the finest gum boxboards. Some feed, Spike. A 400-pound steer, three sheep, and three shoats had been simmering for eighteen hours, basted with lemon juice and other fragrances. Hundreds of loaves of bread, lakes of coffee, bushels of cake, pickles and lots of etc. And you ought to have seen that crowd eat. I had never been to a barbecue before, but I am willing to go to one every week, if it is as successful as this one was. Spike, there were at least a thousand whites. When they had all been fed, seven million negroes (more or less, what's an odd million or two between friends like you and me) were turned in, and "they licked the platter clean." Actually, those fine gum boxboards, in the table, were as clean (and clear) as they were before.

During all this proceeding, B. F. Dulweber was the directing spirit, here, there and everywhere, and I don't think there is a more popular man than he in all Sunflower county today. And everybody helped. Mr. Doster, who owns the Atkins saw works, voluntarily presided at the water barrel, though it was plainly apparent that, there, he was out of his element.

But as the crowd was about to disperse, another directing spirit butted in—in the person of John Dulweber, the general manager of the institution (John weighs as much as B. F., principally circumferentially), who corralled the beauty and chivalry of Sunflower county and herded them into the spacious dining room of the club house for an impromptu dance. "A most enjoyable time was had by all."

Say, Spike, they grow some fine peaches in Georgia and in Arkansas, but I'll be jiggered if Georgia and Arkansas have anything on Sunflower county.

And, to cap it all, we had the extreme pleasure of forcing a salute to the flag from a typical square-head *boche*, who got himself "in Dutch" with a fool remark about "the flag is all right—but Germany—" That's as far as the crowd listened. After that it looked for a while as if there might be something doing in the hemp line. Finally a compromise verdict was rendered, to the effect that the square-head salute the flag. Say, Spike, you ought to have seen that Dutchman clamber up on a pile of logs and doff his dinky dicer straw three times, each time with a deep obeisance. (If only Bill and Hin could have witnessed this.) Then they poked him into an automobile and took him to Indianola and locked him in the cooler. And maybe they fined him, or put him at hard labor. Of course, the story was started that he was a German spy, but don't you believe that, Spike; he wasn't a spy—he was a plain damn fool.

Well, anyway, Old Glory floats on high—125 feet on high—and I'd like to see every derrick mast in every mill yard, in all this broad land, decorated in the same way. I don't believe we have a corner on patriotism in Moorhead, but they'll have to go far and very rapid to beat us. Hurrah for "us"!

Give my regards to the madam.

Your friend,

Bill.

In May there came to hand Bulletin No. 506, a contribution from the Forest Service covering the production of lumber, lath and shingles in 1915. It seems too much like ancient history coming in this late, and surely this bulletin would hold more interest and be of more value if coming at this day it read for the year of 1916. Maybe some day they will speed up things in this government work, but so far the value of these reports has always been seriously impaired by the time required to get them before the public.



Something About Fish-Poles



Some time ago an enthusiastic and experienced fisherman, Henry P. Wells, wrote a book about fishing rods. He was evidently an expert and explained how to make tackle and how to use it. Naturally he devoted much space in his book to lists and descriptions of woods suitable for rod material, and he combed the whole world in an effort to find the best. His choice came from tropical countries, but he devoted considerable space to American trees. However, he could find only five hardwoods in the whole United States that he could recommend for fish-rods, and one of these five he confessed had never been tried, so far as he knew. That left only four woods from forests containing over 400 species, that could be recommended as fish-rod material. The five woods on the American list were white ash, hickory, hornbeam, Osage orange, and service or shadbush. For some reason he overlooked mangrove which is, according to tests, the strongest and most elastic wood growing in the United States.

DEPENDS ON POINT OF VIEW

The suitability or non-suitability of various woods for fishing rods depends largely upon the point of view. Possibly some professional who is able and willing to pay fifty dollars for a rod—and some sell for more than that—will insist on having a wood from British Guiana or Madagascar. That is his viewpoint. But approach the subject from the viewpoint of the country boy who knows fish and can catch five while the professional is getting one nibble, and the boy can call off a large number of American hardwoods that make excellent fish-poles.

There seems to be a difference between a fishing rod and a fish-pole. The former is what the professional uses, and it costs from ten dollars up, while the boy uses a fish-pole and makes it himself without costing him a cent. The rod is made of numerous pieces, finely fitted and glued and wrapped together; but the crop of fish-poles is planted by nature and harvested by boys with no tool but a pocket knife.

The best thing about fish-poles is that they are plentiful and handy. The boy walks into the woods, ten steps from the stream where he expects to catch a string of fish, and with his barlow he cuts a slender pole, from eight to sixteen feet long; thick at the butt as a walking cane, and slender at the top as a lead pencil. He can swipe the limbs off in half a minute, and his pole is ready for all comers.

The grown man sometimes wants to put away childish things for appearance's sake, but when he puts away the rural fish-pole, he is putting away something which furnished him more human exhilaration and celestial rapture when he was a boy than any fifty-dollar rod will ever furnish him as a man.

A BILL OF PARTICULARS

The boy whose lot is cast in a strictly softwood region will probably be clever enough to cut some sort of pine, cedar, cypress, fir, tamarack, or juniper bush for a fish-pole; but such a boy is unfortunate though probably happy. The best poles are hardwoods, and many kinds give excellent service by lasting all day at any kind of fish catching from trouting to mudsuckering. One day is as long as a boy wants any pole to last. Next time he goes fishing he will cut a new pole and the old one will be cast aside, lineless and hookless, on the gravel bar, there to season in the sun and go seaward with the next freshet in the creek.

Yellow birch grows throughout a region of 600,000 square miles, and is found on most hardwood tracts until one gets pretty well down south. The seedling yellow birch is perfect. It is tall, tough, slender, and when six or seven years old it makes an ideal fish-pole, with no process of manufacture further than cutting it down and trimming off the limbs. The best is grown in dense thickets where each seedling shoots straight up toward the sky to give its leaves a sweep at the light. At least half a dozen kinds of birch are ideal material for fish-poles. All of them delight to grow in thickets, and that gives them their excellent form. If a boy can get into a thicket of birches he seldom goes elsewhere for a pole; but birches are not always available, and it is then fortunate that seedlings and cions of many other kinds are within reach.

The alder is not quite so strong, slender, and shapely as the birch,

but it is some lighter and is much more abundant in some localities; and it is a safe bet that enough fish have been caught with alder poles to make a story big enough to ruin the reputation for truth of any one who should quote the figures. The alders and birches are first cousins in the tree family, and the boy who does not know both of them at sight is a poor authority on fish-poles.

Willow is pretty limber, but it will bend to the form of a comet's orbit without breaking, and a fish, when once the proper connection has been made, is as certain to come ashore as it would be by the aid and instrumentality of any other kind of pole.

Witch hazel has never cut much figure in the business world, but many a witch hazel fish-pole has augmented the truant boy's string of forbidden fruit down the creek in the first warm days of spring. Down South where witch hazel is scarce and scrubby, its cousin, the famous red gum, is cut short in its career and lifts fish from the "Swanee" river and other southern streams famous in song and story. However, the red gum fish-pole is thick for its length and possesses little of the grace belonging to its little hazel relative. The fisherboy takes it only as last resort; but often the last resort is all there is to take. In the northern states the baby black gum, which is of no earthly kin to red gum, is fish-pole stock by many a pond and swale.

If the choke cherry or fire cherry could talk it could a tale unfold that would excite the envy of all. Boys going fishing draw freely upon cherry thickets for poles. It is an outcast tree, a vagabond, a hobo of the woods. It comes up on burnt tracts, the little seedlings standing as crowded together as hairs on a hog's back. Where one fish-pole is found, a thousand others are near by, and so close together are they that they shoot up tall and slender.

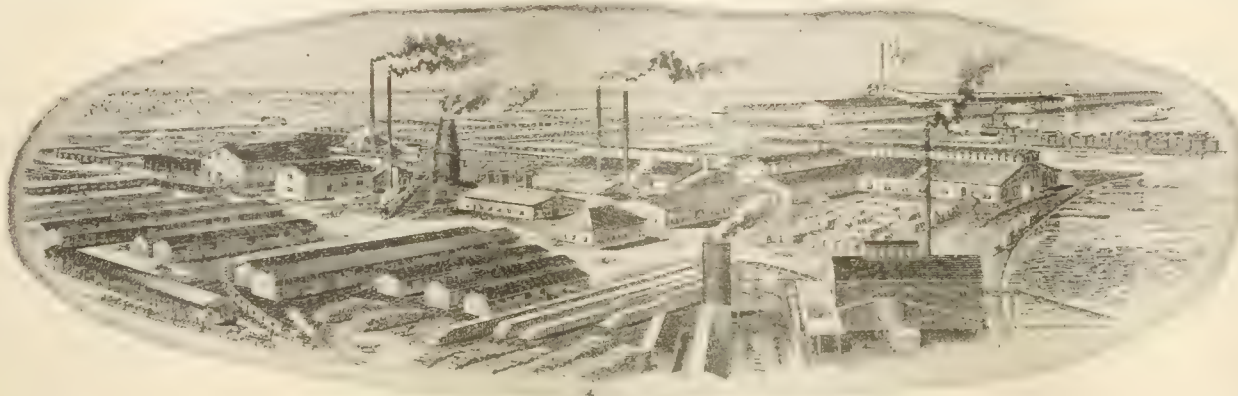
No person looking at a good-sized blue beech tree would mentally associate it with fish-poles, for it is an uncouth specimen, with angular bole, and branches flaring in every direction. No part of a mature blue beech is straight enough for a fish-pole a yard long. But the baby blue beeches are wholly different in form. They are tall, graceful and nearly limbless, where they grow in thickets. They make faultless fish-poles, and since these beeches grow on the banks of streams, they are usually handy to the hand of the lad who has an eye single to something useful. Nobody knows why a blue beech is so symmetrical and graceful when little and so crooked and outlandish when large.

The professional fisherman whose book is referred to above, recognized service or shadbush as fishing rod material; but he can hardly claim that discovery. The barefoot boy beat him to it long before. Shadbush fish-poles may be seen by scores on the banks of creeks and brooks where lads use them and throw them away. This bush advertises itself. It is an early bloomer in the spring, and its banks of flowers are white as snow and conspicuous from afar. The boy who wants a shadbush fish-pole during the early warm days, goes straight to the snowy puff ball on the hillside and cuts what he wants.

Nearly one hundred and fifty different kinds of thorn trees grow in this country, and the only one of them which seems ever to be cut for fish-poles is the red haw. It makes a beautiful pole. Its bark is the color of silver, and its top is long and slender. It is one of the heaviest woods of our region, but red haw is so slim and so strong that a few ounces of pole suffice to land fish of sizes equal to almost any met within an ordinary man's lifetime.

There is no use in trying to list the eligible fish-pole material in the hardwood regions, if speaking from the viewpoint of a boy in the country. He can cut a pole of almost anything. Some kinds are better than others, but if nothing better happens to be in sight, the experienced fisherlad can cut a tolerable fish-pole from buckeye, basswood, cucumber, sycamore, sourwood, ninebark, nannyberry, mulberry, hercules' club, spice bush, or as a last resort a dry elder will do.

When professional fishermen make the statement that only four or five American woods are suitable for fish-poles, the suspicion is aroused that these fishermen were never boys living in the country.



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Members of Maple Flooring Manufacturers' Association. (When writing mention the Hardwood Record.)

The Mail Bag

B 1118—Ash and White Pine Wanted

CLEVELAND, O., May 24. Editor HARDWOOD RECORD: Our company is about to enter into the manufacturing field of truck bodies for the government, directly or indirectly. We have not decided which way we will proceed. Nevertheless, we will be in the market for the following:

250,000 feet 3" ash; 125,000 feet 2½" ash; 100,000 feet 1¾" ash; 1,200,000 feet 1½" thick yellow pine—not less than 12" wide; 315,000 feet of 1" yellow pine not less than 4" wide—does not have to be wide width, firsts and seconds, six months air dry.

We thought perhaps you could put us in touch with some reliable people who could give us prompt delivery.

B 1119—White Ash Handles

BOSTON, MASS., June 1.—Editor HARDWOOD RECORD: A customer of ours is in the market for straight-grain white ash handles. He would like to buy the handles all finished, but he can, if necessary, do any portions of the work that handle manufacturers are not equipped to perform. We should appreciate it if you could put us in touch with any persons who have the right kind of lumber and equipment that you may know of. We presume there are many manufacturers of hoe, rake and shovel handles who could handle this order in good shape.

The handles are to be turned round and grooved and a sketch of what is wanted is on file in this office. Quotations are desired F. O. B. Boston, and if straight grain white ash handles cannot be supplied, maple handles will be considered. EDITOR.

B 1120—Cypress and Sycamore

Memphis, Tenn., May 30. Editor HARDWOOD RECORD: Will you please advise us if you know of any manufacturers who are cutting ¾" or 1" quartered cypress? Also, if the name of any manufacturers who are cutting ¾" or 1" sycamore.

B 1121—Correcting an Error

Grand Rapids, Mich., May 28. Editor HARDWOOD RECORD: We notice in your issue of May 25, on page 24, a statement that we have increased our capital from \$4,000 to \$6,500, which is obviously a misprint, as our capital was increased from \$40,000 to \$65,000. We wish that you would note this error.

ROSE VENEER & LUMBER COMPANY

Clubs and Associations

Michigan Meeting at Chicago Next Thursday

Secretary J. C. Knox makes the following announcement of the coming meeting of the association:

In accordance with resolution adopted at our meeting in Detroit, April 26, 1917, the eleventh annual meeting of the Michigan Hardwood Manufacturers' Association will be held at the Hotel Sherman, Chicago, Ill., Thursday morning, June 14, 1917, at 9:30 sharp.

There are certain phases of the lumber industry that warrant a full attendance at this meeting of every member of the association. Every member should be present or represented.

Please convene promptly in order that our work may be finished in time for the opening meeting of the National Hardwood Lumber Association, which is held in same hotel.

Prepare for Important Work

The Northern Hemlock and Hardwood Manufacturers' regular summer meeting will be held this year in June instead of in July and at Chicago instead of at Milwaukee, in order that the members may attend the meeting of the National Hardwood Lumber Association June 14 and 15. The Northern, as well as the Michigan Hardwood men, are interested in the proposed new grading rules and will be in Chicago to vote for changes on which they agreed at Milwaukee early this year. The meeting of the Northern Hemlock body itself will be more or less perfunctory, the usual reports and other business matters being disposed of.

Hardwood Committee Goes to Washington

A committee of the Hardwood Manufacturers' Association of the United States is now in Washington to confer with the Shipping Board and the National Council of Defense for new ships.

The committee consists of President B. B. Burns, F. W. Mowbray, R. L. Hutchinson, W. E. DeLauey, R. H. Vansant, W. M. Ritter and M. W. Stark. They were appointed at a conference held in Cincinnati Saturday, June 2, when about twenty representatives of the hardwood industry from the East and South assembled to talk the matter over and decide upon future action. The committee is prepared to talk prices and make suggestions of certain changes in the specifications.

A delegation of about twenty prominent Cincinnati lumbermen and others left Cincinnati in a special car last Friday to attend the meeting of the open price plan committee in Memphis, Saturday, June 9.

A "Big Time Will Be Had"

Nothing more impressive has ever been planned in lumber circles than the coming meeting of the National Hardwood Lumber Association at Chicago next Thursday and Friday, June 14 and 15.

In sending the following revised program of events, Assistant Secretary Fuller puts the following footnote to his letter:

"Please do not overlook the row of asterisks in the list of arrangements for Friday evening":

BANQUET, LOUIS XVI ROOM, THURSDAY, JUNE 14, 1917, 7 P.M.

MENT
Canape of Crab Meat, Figaro
Celery Radishes, Mixed Olives
Bortsch, Polonaise
Filet of Bass, Suchet
Potatoes, Parisienne
Kernel of Spring Lamb, Soubise
French Peas, Paysanne
Loganberry Sherbet
Breast of Milk Fed Chicken, Princesse
New Asparagus Tips au Butter
Hearts of Lettuce Salad
Roquefort Dressing
Biscuit Glace Lumberman
Petits Fours
Demi Tasse
Cigars and Cigarettes

Orchestra—Quartette—Soloists

BEEFSTEAK SUPPER AND SMOKER, LOUIS XVI ROOM,
FRIDAY, JUNE 15, 7 P.M.

MENT
Cherrystone Clam Cocktail
Radishes—Olives
Cream of Asparagus, Comtesse
Mignon of Charolais Beef, Broiled au Madere
Baked Potatoes
String Beans au Gratin
Combination Salad
Thousand Island Dressing
Brie Cheese and Crackers
Coffee
Smokes aplenty
* * * * *

Music
Vaudeville
Some Surprises

Admission to both the Banquet and the Smoker will be by tickets, which will be given out at Registration Desk

Educational Campaign Planned

The Hardwood Dimension Manufacturers' Association of Memphis, Tenn., is planning an educational campaign for its members. It is proposed to visit in a body from mill to mill for the purpose of observing and studying methods in use. The whole round will not be made in one trip, but there will be several excursions, each taking in one or more mills. The officers of the association are: D. P. Upshaw, president, Memphis, Tenn.; R. T. Bugg, vice-president, Arlington, Ky.; Frank Lyon, treasurer, Memphis, and M. F. Hannabs, secretary, Memphis. The secretary has sent a circular to members of the association, explaining the plan.

Kellogg in Washington

R. S. Kellogg, secretary and manager of the National Lumber Manufacturers' Association, has taken up new work at Washington. Mr. Kellogg has been called upon to be secretary of the sub-committee on lumber and forest products of the Council of National Defense and is already performing the job with his usual thoroughness and efficiency. He is taking care of all of the vast amount of details of the committee's work. E. A. Sterling is in charge of the National's offices during Mr. Kellogg's absence.

Open Price Plan Shown Trade Commission

A committee of the Hardwood Manufacturers' Association of the United States has returned from a recent visit to Washington, where a conference was had with the Federal Trade Commission. The committee consisted of President B. B. Burns, Huntington, W. Va.; J. W. Mayhew, Columbus; E. O. Robinson and F. R. Gadd, Cincinnati; M. W. Stark, St. Albans, W. Va., and W. M. Ritter, Columbus. The purpose of the conference was to present for any criticism the commission might make the open competition recently adopted by the association. A copy of the plan and copies of all reports so far issued under it were filed with the commission, and the committee is now with the assistance of Colonel L. C. Boyle, Kansas City, Mo., preparing a statement covering every phase of the plan, copies of which will be filed with the commission and the Department of Justice.

Speaking of the conference, Mr. Gadd, assistant to President Burns, said: The committee is well satisfied with its mission to Washington and has every confidence in the favorable attitude of the Washington authorities touching our associated effort. We substantially established the fact the purpose of the plan was worthy and along constructive lines; that, insofar as standardization was concerned, it was not only legal, but very helpful, not only to the dealer but to the public; that we had a right to study market conditions in the light of past transactions, and that we were honestly trying to overcome well defined economic handicaps and that through market publicity we sought to bring about more stable market conditions in our industry and that here also the public would be the gainer.

The committee, with W. E. DeLaney, Lexington, Ky., will return to Washington this week for a further conference with the commission and with other authorities concerning what the hardwood interests will be able to do toward meeting the requirements of the government for the construction of the wooden ships planned in order to increase ocean-carrying capacity.

Plans for Evansville Outing

Mertice E. Taylor, secretary of the Evansville Lumbermen's Club, announces that the steamer *Joe Fowler* will be used for the annual summer outing of the Evansville Lumbermen's Club on Tuesday afternoon, June 19, instead of the steamer *Prince* and barge *Princess* as formerly announced. The *Joe Fowler* will accommodate several hundred people and Secretary Taylor estimates that it will be amply large for the party. Secretary Taylor says that all arrangements for the outing have been made and he looks for it to be the largest and best that the lumbermen have ever attempted. The boat will leave the Evansville port on the afternoon of June 19 and a trip will be made to the new government dam No. 48 on the Ohio river, seventeen miles below Evansville. Dancing and music will be enjoyed and at 5 o'clock a fried chicken supper will be served. It is expected that a great many lumbermen will come to Evansville from points in southern Indiana, southern Illinois and western Kentucky to take in the outing this year and a gala time is awaiting all who make the trip.

Change Date of Land Meeting

The board of governors of the Southern Alluvial Land Association has announced that the semi-annual of that organization, originally scheduled for June 11, will be held at the Chisca hotel, Memphis, June 30. The change in date has been made with a view to preventing conflict with other important meetings which members of the association are anxious to attend.

The association has been officially advised that Governor Brough of Arkansas will be present and deliver an address on that occasion. It has likewise been advised that representatives of the agricultural colleges in the alluvial land regions, as well as of the heads of the agricultural departments of the railroads operating in this territory, will attend the meeting and take part in the program.

More than 1,000 invitations have been issued and the meeting promises to be a most enthusiastic one. It will be specifically for the purpose of stimulating and co-ordinating the various forces at work looking to the development and colonization of the vast alluvial land regions controlled by members of this organization and other owners in the alluvial states.

Hardwood Lumber Outlook

The Hardwood Manufacturers' Association of the United States, with headquarters in the Union Trust building, Cincinnati, sent out a bulletin under date of May 25, 1917, in which the condition of the market was summarized and many actual prices received were quoted. The market for hardwoods is reported strong and is limited only by ability to deliver. Buyers seem to have abandoned the idea that prices will fall. Manufacturers of implements are buying, and box makers are in the market for large bills of lumber. Embargoes continue, and New England markets are now practically closed to southern lumber. Scarcity of cars for moving the product has caused a heavy curtailment in the output of some mills and the closing of others depending upon a log supply on nat cars.

The following prices on actual sales have been reported f. o. b. Cincinnati, Ohio:

Grades—		5/8"	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"	3"	4"
Qtd. Wht. Oak—										
Fas.		86 1/2	87 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Selects		55	61	68	71	71	73	73	73	73
No. 1 Com. & Sel.		43	45	55	58	58	60	60	60	60
No. 1 Common		40	42	51	54	54	56	56	56	56
No. 2 Common		26	28	34	37	37	39	39	39	39
Sound Wormy				33	36	36	38	38	38	38
Cl. Face Strips, 2 1/2" x 5 1/2"				62	65	65				
No. 1 Com. Strips, 2 1/2" x 5 1/2"				37						
Quartered Red Oak										
Fas.				70	73	73	75	75	75	75
Selects				54	57	57	59	59	59	59
No. 1 Com. & Selects				44	47	47	49	49	49	49
No. 1 Common				40	43	43	45	45	45	45
No. 2 Common				28	30	30	32	32	32	32
Plain Oak—										
Fas White		49	56	63	66	66	73	78	81	85
Fas Red		49	56	64	67	67	73	78	81	85
Selects, White and Red		38	45	52	55	55	60	65	68	70
No. 1 Com. & Sel. W. & R.		28	35	42	45	45	50	55	58	60
No. 1 Common, W. & R.		26	33	40	43	43	48	53	56	58
No. 2 Common, W. & R.		22	24	30	33	33	35	40	42	45
No. 3 Common, W. & R.		12	14	19	21	21	22			
No. 4 Common, W. & R.			15	17	17	17	18			
No. 1 Com. & Btr. S. W.				30	33	33	35			
W. & R.				25	28	28	30			
No. 2 Com. & Btr. S. W.										
W. & R.				50	53	53	54			
Cl. Face Strips, 2 1/2" x 5 1/2"										
No. 1 Com. Strips, 2 1/2" x 5 1/2"				33						
2 1/2" x 5 1/2" W. & R.										
		5x12								
		6x12								
		8x12								
		9x12								
		8x14								
		6x6	8x10	10x12						
		7x7	9x10	11x11						
		8x8	9x11	10x14	12x14	14x16				
		9x9	10x12	14x14	16x16					
Bill Stock										
SSE Timbers										
10' 16'	32	34	39	42	47	33	33	33	33	33
18'	35	37	42	45	50	36	36	36	36	36
20'	38	40	45	48	53	39	39	39	39	39
22'	41	43	49	52	57	42	42	42	42	42
24'	44	46	53	56	61	45	45	45	45	45
26'	49	51	57	60	65	50	50	50	50	50

28'	53	55	61	64	69	54	54	54
30'	57	59	65	68	73	58	58	58
32'	61	63	69	72	77	62	62	62
34'	65	67	73	76	81	66	66	66
35'	70	72	77	80	85	71	71	71
Switch Ties				Car Stock				
Matched, White	30			White	35			
Unmatched, White	29			Red	33			
Sawn Ties—				Mixed	31			
No. 1, 6x8x8	26			Mine Car Stock	34			
No. 2, 6x8x8	22			Mine Rails, 3x4	30			
				Crossing Plank	30			
				Bridge Plank	30			

F. O. B. CARS, CAIRO, ILL.

Grade—								
Quartered White Oak—	5"	6"	1"	1 1/4"	1 1/2"	2"	2 1/2"	3"
Fas	863	872	880	883	883	885		
Selects	51	57	64	67	67	69		
No. 1 Com. & Sel.	39	41	51	54	54	56		
No. 1 Common	36	38	47	50	50	52		
No. 2 Common	23	25	31	34	34	36		
Sound Wormy			30	33	33	35		
Cl. Face Strips 2 1/2" - 5 1/2"			52	55	55			
No. 1 Com. Strips 2 1/2" - 5 1/2"			30					
Quartered Red Oak								
Fas			68	71	71	73		
Selects			52	55	55	57		
No. 1 Com. & Selects			42	45	45	47		
No. 1 Common			38	41	41	43		
No. 2 Common			27	29	29	31		
Plain Oak—								
Fas White	44	51	57	60	60	68	73	80
Fas Red	44	51	58	61	61	68	73	80
Selects, White & Red	33	40	47	50	50	55	60	65
No. 1 Com. & Sel. W. & R.	23	30	37	40	40	45	50	55
No. 1 Common, W. & R.	21	28	35	38	38	43	48	53
No. 2 Common, W. & R.	17	21	25	28	28	30	35	37
No. 3 Common, W. & R.	10	12	16	18	18	19		
No. 4 Common, W. & R.			12	13	14	14		
Sound Wormy			25	28	28	30		
Cl. Face Strips 2 1/2" - 5 1/2"			45	48	48	49		
W. & R.								
No. 1 Com. Strips 2 1/2" - 5 1/2"			29					
5 1/2", W. & R.								
	5x12							
	6x12							
	8x12							
	9x12							
	8x14							
	6x6	8x10	10x12		2x4 W.	3x4 W.	4x4 W.	
	7x7	9x10	11x11		to not	to not	to not	
Bill Stock	8x8	9x11	10x14	12x14	14x16	16x16	14"	14"
SSE Timbers—	9x9	10x10	12x12	14x14	16x16	14"	14"	14"
10-16'	29	31	34	37	42	23	24	25
18'	32	34	37	40	45			
20'	35	37	40	43	48			
Switch Ties				Red				28
Matched, White	27			Mixed				30
Unmatched, White	26							
Sawn Ties				Crossing Plank				
No. 1, 6x8x8	25			White	27			
No. 2, 6x8x8	21			Red	23			
Car Stock				Mixed	25			
White	32			Bridge Plank	27			

COTTONWOOD

There is increasing demand for every grade of cottonwood. The market has been stimulated by demands.

The market price f. o. b. Cairo, is given as follows:

4 1/4" box boards, 13" - 17"	\$60	4 1/4" No. 1 Common	32
4 1/4" box boards, 9" - 12"	44	4 1/4" No. 2 Common	28
4 1/4" fas, 13" and up	44	4 1/4" No. 3 Common	22
4 1/4" fas, 6" and up	37		

GUM

Sales of gum in April exceeded those of March by 8,000,000 feet, the principal increase being in quarter sawed red, indicating that this grade has become a standard commodity. The lower grades in May showed some advance over April. The curtailment of log supply has strengthened the market for dry stock. Sales f. o. b. at Cairo were reported at the following prices:

Fas red	4/4"	5/4"	6/4"	8/4"
No. 1 Common red	\$45	\$52	\$52	\$57
No. 2 Common red	33	37	37	45
No. 3 Common red	25			4/4"
Box boards, 13" - 17"	39	No. 1 Common		\$32
Fas, 13" and up	35	No. 2 Common		22
Fas, 6" - 12"	32	No. 3 Common		18

ASH

Ash continues one of the strongest woods. The situation is helped by heavy government requirements. Dry stocks are scarce and every item has advanced sharply in the past month. Prices reported f. o. b. Cairo follow:

Fas	4 1/4"	5 1/4"	6 1/4"	8 1/4"	12 1/4"
No. 1 Common	\$53	\$59	\$61	\$69	\$80
No. 2 Common	33	38	41	48	60
No. 3 Common	24	26	27	32	
	17	18			

POPULAR

Poplar is getting stronger and is bringing more money than for many years. No. 1, 2 and 3 grades are about cleaned up. Demand for select and better grades is improving also, prices are advanced \$1 to \$3 over last month on all items. From the best information the market price on poplar, f. o. b. Ohio river, is about as follows:

4/4	No. 1 & Panel, 18-23"	\$78	8/4	No. 1 & Panel, 18-21"	\$6
4 1/4	No. 1 & Panel, 24-27"	50	1 1/4	Box Boards, 13-17"	66
5 1/4 & 6 1/4	No. 1 & Panel, 18-23"	81	4 1/4	Fas	7-17"

5/4 & 6/4 Fas	7-17"	68	8/4	No. 1 Common	43
8/4 Fas	7-17"	70	4/4	No. 2 Common	29
4/4 Clear Saps	7-9"	49	5/4 & 6/4	No. 2 Common	32
5/4 & 6/4 Clear Saps 5" & up		51	8/4	No. 2 Common	33
4/4 No. 1 Common		39	4/4	No. 3 Common	24
5/4 & 6/4 No. 1 Common		42	4/4	No. 4 Common	20

CHESTNUT

Stocks of chestnut at mills are extremely low and a serious shortage exists at consuming markets. This now applies to all grades and thicknesses, although the demand for sound wormy grade predominates. Some very fancy prices have been obtained where immediate service was given. From the best information the market price on chestnut f. o. b. Ohio river is about as follows:

4 1/4 Fas		\$54	5/4 & 6/4 Sound Wormy	29
5/4 & 6/4 Fas		60	8/4 Sound Wormy	30
8/4 Fas		62	4/4 No. 3 Common	19
4 1/4 No. 1 Common		38	5/4 & 6/4 No. 3 Common	21
5/4 & 6/4 No. 1 Common		42	8/4 No. 3 Common	22
8 1/4 No. 1 Common		44	4/4 Cl. Face Strips	48
4 1/4 Sound Wormy		27		

Memphis Lumbermen Entertain Trade Commission

The Lumbermen's Club of Memphis had the pleasure Saturday, June 2, of entertaining the members of the Federal Lumber Trade Commission at its meeting at the Memphis Country Club. It had also the pleasure of entertaining a number of members of the Gum Lumber Manufacturers' Association and the American Oak Manufacturers' Association who are not identified with that organization.

John R. Walker, Nelson C. Brown and E. A. Oxholm were the three commissioners present, Mr. Simmons having to return home because of the serious illness of his wife.

These gentlemen were met at the station on their arrival, June 1, by a committee representing the Lumbermen's Club and the gum and oak associations and were shown over the milling districts in both North and South Memphis where they saw some of the big plants in operation. Saturday morning they were shown over the offices of the gum and oak associations and were given an idea of the breadth and scope of the work these bodies are doing. In the early afternoon they were the guests of honor at the meeting of the Lumbermen's Club and in the evening they left for Minneapolis. They were facilitated in every way in gathering the information they desired while in Memphis by the committee already referred to and they expressed much pleasure over their brief stay in this city. During the luncheon at the club they outlined briefly what they were doing at present and what they proposed to do during their studies and investigations in the foreign field in behalf of American lumbermen.

John R. Walker emphasized the importance and significance of the fact that the federal government had joined hands with the lumber industry in an effort to increase foreign trade and that its attitude was now one of co-operation rather than one of disinterest, if not actual distrust. He said the commissioners were going abroad with no preconceived ideas about what was wrong with export business in lumber but with the view that a large increase could be brought about therein. He thought the hardwood field was particularly ready for a large gain because the methods of manufacture and distribution thereof in this country are quite similar to those abroad. He was ready to admit that there were difficulties in the way but he was quick to declare that these could be overcome and that the commissioners could help much in this direction because they had the backing of the federal government and were able to go a great deal further in their studies and investigations than if they went as representatives of individuals or firms. He thought firms with established export trade would benefit most from the work of the commission but he saw no reason why all should not profit therefrom. Continuing, he said:

We will all work in different fields but our efforts will be so co-ordinated that we hope to obtain the best possible results. We are going to learn everything we can. Then we are going to systematize all the information and data we gather, come home, make another tour of the lumber centers and give the trade our reports, at the same time offering such suggestions as we consider helpful.

Bills of lading, scarcity of ocean tonnage and indifference of steamship interests to the handling of lumber cargoes are some of the subjects we are going to investigate because they are among the obstacles to be overcome but we hope to deal with them in a helpful manner and feel encouraged over the fact that we have the backing of the federal government which will give us increased prestige and which will make the work all the easier.

I have been studying the manufacture and distribution of lumber in this country and abroad for several years," said Mr. Oxholm, "and the greatest source of disappointment to me is the lack of organization in the lumber industry in the United States." Continuing, he said:

The practice of consigning lumber abroad is in such a general way nothing short of a calamity. I do not blame foreign brokers and foreign buyers for favoring consignments because they furnish the cheapest terms on which lumber in this country can be bought. But consignments are very bad for both manufacturers and exporters because they result in demoralization of the foreign markets for American lumber and often eventuate in considerable loss instead of the surface profits indicated. They are generally based on wrong information regarding conditions on the other side and one of the objects we hope to accomplish is to compile accurate information regarding conditions so that business may be intelligently conducted.

There are great possibilities in the export field but in the present unorganized state of the lumber industry consignments and other practices are causing exporters to step on each other's toes. You are not pulling and working together to get all out of the business there is in it. This is particularly true of white oak, of which the United States has a larger available supply than any other country, but it is in a measure true of practically all items on the hardwood list.

(Continued on page 31)

Something About Glue

Prices and Reasons Thereof of Both Vegetable and Animal Glue

ONCE UPON A TIME it was the custom for the glue salesman to endeavor to contract for his product for a certain period and at a certain price. While he stipulated that the price was dependent upon a minimum amount, the glue salesman rejoiced when he secured a contract, even though, to meet competition, he sometimes had to quote a little lower than he desired. The buyer was happy during the life of the contract if the bottom did not fall out of the glue market, thereby making it possible for his competitors to buy cheaper. In that case he took the human prerogative of cussing the seller for trimming him. This applied to animal glue.

With the advent of reliable vegetable glue for veneering, conditions changed somewhat. The reputable manufacturer of this product desired a three or four years' contract with the user, not so much on account of the glue, but because different equipment was required, which was installed by the glue manufacturer at practically no expense to the buyer, provided the sellers' glue was used. It was, of course, reasonable for the vegetable glue manufacturer to desire continued use of his product for a certain length of time, provided results were satisfactory. Hence, the contract.

There are some contracts in force today, but not many, applying to either animal or vegetable glue, and the veneer man who is in possession of one is indeed fortunate, as he is saving a dollar or two in the glue room.

While the recent history of animal glue prices is well known, the future can only be guessed at by those outside the sacred circle. But it is interesting to note what one distributor has to say about glue costs. For instance, a house organ published by a New York concern contains an article by William Stetter, who says:

Never before in the history of the glue industry has the price of glue increased to the enormous proportion to which it has now reached. Many consumers of glue are of the opinion that this enormous increase is entirely uncalled for, and that it is merely a question of the manufacturer holding out for higher prices. This is an entirely wrong view. The increase in the price of glue is in every way legitimate, and has been brought about through conditions which make this increase necessary. The main factors controlling the price of glue are as follows: labor, raw material, chemicals, freight rates, etc. Taking these items individually at their present high cost would sum up as follows:

LABOR: Common labor, which could ordinarily be had at from \$1.50 to \$2.00 per day, is costing at the present time from \$3.00 to \$4.50 per day, an increase of about 100 per cent.

RAW MATERIAL is a very important factor. In determining the price of glues before the conflict in Europe, manufacturers of glue were able to buy considerable quantities of raw material at a very low price, duty free, but conditions have so changed that very little raw material is being imported and what quantities the manufacturers have been able to obtain have been bought at an increase in price of about 150 per cent. It is an actual fact that there is a scarcity of raw material in this country for the

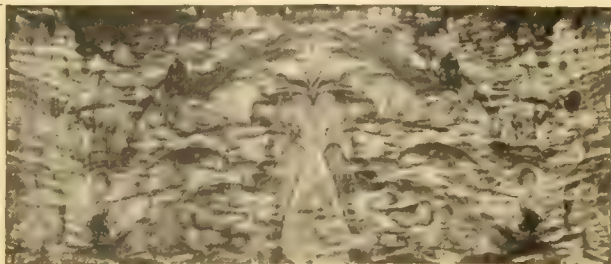
manufacturing of glue. In the first place, it must be understood that glues are made from bones, hides and hoofs of, principally, beef; together with this the skins of goats, rabbits and sheep are also used. One reason for this scarcity is that beef is being shipped by the packing houses to Europe on the hoof. The raw material from these shipments stays in Europe, and we do not get the benefit of the return. When you take into consideration that thousands upon thousands of cattle are shipped in this way you can readily understand the loss incurred through the manufacturer being unable to obtain the return of this raw material. This has a tendency on the market to bring about a scarcity, as well as to help increase the price of such raw material which may be available.

CHEMICALS: Very little need be said about the high cost of chemicals, for the reason that everybody seems to know that chemicals have increased in price from 100 to 1,200 per cent within the past few years. However, the glue industry, while it does not use very many different kinds of chemicals, is compelled to buy in fairly large quantities and at a price that is far in excess to what it would pay under normal conditions.

FREIGHT RATES: The cost of shipping goods is also today a great deal higher than under normal conditions; together with this deliveries are delayed, and facilities for handling these shipments even at the high rate of freight is very unsatisfactory.

If you will consider for a moment the country's prosperity at the present time you can also see the justice in an increase on glue. Glue is used in almost every manufacturing industry. The largest consumers of glue are the woodworking trades, coated paper manufacturers, bookbinders, silk finishers, hardware specialty manufacturers, etc., etc. The consumer of course has helped toward the increase of glue. For example, the coated paper industry, which was using casein to a large extent, has been compelled to come back to glue on account of the present high cost of casein. This in itself means an additional demand for glue. Summing up the glue situation, it is far from satisfactory to the manufacturer, who would much rather be selling glue under normal conditions, and thus be assured of obtaining the necessary materials to enable him to manufacture glue, and sell same at a fair margin of profit. You must admit that in time of crisis, glue manufacturers, are almost always the last to increase their prices, and you can rest assured that an increase does not occur in the glue market unless conditions absolutely warrant such increase.

To all of you consumers who feel that the glue market will show a decline we wish to state that the writer's opinion is that this decline if it does occur will not happen for some months to come. In the first place the manufacturers of glue have sold their entire output for some months to come, then together with this most of the glue factories are closed during the summer months, for the reason that the manufacture of glue in warm weather is very difficult on account of the heat and humidity in not allowing the glue liquor to jelly. They usually close down about May and resume operation about September. Now it is the writer's contention if factories whose output is sold should stop operating during the summer months, it would mean that no decline is looked forward to until, at the earliest, the Fall of this year. On the other hand, the writer has information from reliable sources that the possibilities are for a further increase rather than for a decline. Glue at \$1.00 per pound is predicted before the end of 1917. As a consumer of glue you can form your own opinion as to the condition of the market by the above remarks. It is entirely up to your good judgment whether or not you shall foresee your wants and purchase ahead. You no doubt have bought several lots of glue within the past few months, and can realize that the price



Made in St. Louis by

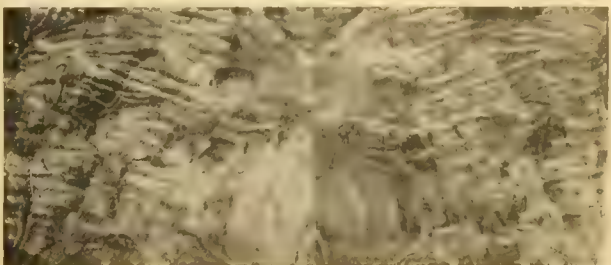
St. Louis Basket and Box Co.

WE MANUFACTURE

a complete line of Built-up Stock in most any size or thickness, including Walnut, Mahogany, Quartered and Plain Oak, Ash, Gum, Plain or Figured Birch, Yellow Pine, Sycamore, Cottonwood, etc.

ESTABLISHED 1880

WRITE FOR COMPLETE PRICE LIST



PERKINS GLUE COMPANY

SOLE MANUFACTURERS
AND SELLING AGENTS

PERKINS
Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

805 J. M. S. BUILDING
SOUTH BEND, INDIANA

has been rapidly advancing since your previous purchases, therefore you are in position to know what this increase means, and if you have not foreseen your wants it will be entirely your loss should a further increase occur.

Note the interesting prediction that glue will be a dollar a pound before the end of 1917. Probably animal glue for veneer work will not reach this figure. Some users have been quoted forty-six cents a pound for recent requirements. Some of them have turned to vegetable glue only to find that this also has gone up in price, but not to such an extent as to make it prohibitive when it can be obtained.

Regarding vegetable glue, only a few years ago the originator and recognized manufacturer of this product was trying hard to induce veneer users to adopt it at eight cents a pound, but the maker of built-up wood products was so conservative or skeptical that in the beginning new users of the patent product came slowly in spite of the fact that quality work was guaranteed at low cost.

That was a few years ago. Today the price of reliable vegetable glue is higher. Why? Because of much the same reasons as quoted regarding the animal product. Properly made vegetable glue is put through several processes, which means increased labor costs in each case. Raw material is hard to obtain at a low price because the best raw material is imported and ocean freight rates have increased. Chemicals are also used during the process. Thus increased items of cost must tend to increase selling price.

But in spite of advanced price, the former users of vegetable glue seem to be "sticking" with it and the tendency of former skeptics seems decidedly toward its installation in their plants.

It is of no particular credit to some of the present users of the product that their equipment was not installed at an earlier date, and those that are awaiting installation know that they have only to look to their mirrors to see who is to blame for their tardiness. As the output of any factory is limited and cannot be expanded indefinitely, this natural law has of course had something to do with retarding the installation of the vegetable product. As to this feature it seems safe to assume that increases in plant facilities may be looked for. The company which originated and patented the article claims with evident justification that the products which have been put out in imitation of the original have not stood up to the high mark set by the patentees of vegetable glue. As the company in control of the recognized and original product is naturally not anxious to so over-burden its order books that the needs of present customers cannot be met, it is still a question as to how far the growing demand can be taken care of. There is still uncertainty also as to probable prices in the future. It is thought a safe prediction that the use of vegetable glue in veneering work will show constant expansion and there is every likelihood that it will eventually cover practically all of the veneering trade.

Of course in the merchandising of vegetable glue,



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

COMPARE

Samples of
Louisville Figured
Red Gum Veneers
with Any Others

Their superiority of figure
& color will be apparent.

There's a reason for our being
nationally known as leading
producers of Figured Red Gum
Veneers and Panels.

Let Us Show You the Samples

Now pleased to offer Veneers
of choice figure and color from
our present cutting—the
largest we have ever made.
Excellent Selections Are Assured

THE LOUISVILLE
VENEER MILLS

OPERATING SLICERS, SAWS AND
ROTARY VENEER MACHINES

LOUISVILLE, KENTUCKY

which soon sets its own mark for quality, the patentee was quickly confronted by conditions which usually must be met by the originator of any product of merit, i. e., it soon had its imitations and as it has so often happened under similar conditions, the sale of inferior products naturally retarded the development of the recognized article. It is the same story that has been told many times before—unsatisfactory results with an imperfectly developed substitute gave a black eye to the whole trade until the very quality of the patentee's product forced a growing recognition of the fact that the claims in its behalf were in reality conservative as compared to its possible accomplishments.

Good Veneer Talk

Some of the best advertising of veneer has been done by those outside the industry proper and incidental to something else, to build up business of some other kind. In many instances, too, this veneer talk might well be taken up by the veneer people themselves even though they have not thought to take the initiative in the matter. They might at least push it after seeing that it is good.

Here is an instance: A progressive retail lumber dealer down East sent a letter to a select list of the women in his community, which read in part as follows:

Dear Madam: We are enclosing a small sample of Tennessee aromatic cedar. Are you in need of a chest for furs and winter clothing? We will build it to fit any space you have. If you have a drawer which you wish made moth-proof we can veneer the cedar to the inside. Telephone us and we will call for the drawer and fix it for you.

It is a safe bet that not a panel manufacturer in the country has thought to introduce a proposition of this kind or make a bid for business in his way. Indeed, the chances are that if some woman who had thought of the matter herself, and wanted to get a dresser drawer lined with cedar veneer, the average veneer or panel man would have said that it couldn't very well be done, that the material for a new drawer could be gotten out and put up for her by some local cabinet maker, but that it would not be practical to put a face veneer on the inside of a drawer already made up.

While the writer of the letter in this instance did not give any idea of the method of applying the veneer, it may be presumed from the reading of the letter that it was a very thin veneer—something like that used for veneering cigar box lumber—and would be cut to dimensions and applied to the inside of a drawer with hand brushes pretty much as the drawer would be lined with paper.

The most interesting thing about it all, however, is this constitutes good veneer boosting. It is only one item, but it is an inspiring example which ought to suggest to the minds of many veneer manufacturers other items which can be developed by talk of this kind, until the many incidental developments will amount to a big thing in the aggregate.

The Price Veneer & Lumber Company has been incorporated at Columbia, Miss.

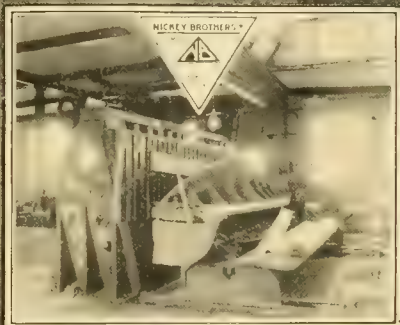
The capital stock of the Memphis Veneer & Lumber Company, Memphis, Tenn., is announced as having been decreased.

John L. Moore has succeeded the Jackson Lumber, Veneer & Box Company at Jackson, Miss.

The Norfolk Veneer Company, Norfolk, Va., is reported as having sustained a loss by fire.

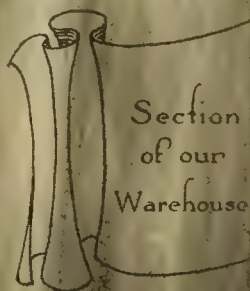
Practically every man is trying to find the right definition of thrift these days, but somehow, so far we have not found one which appeals more than the suggestion that thrift consists in doing things rather than in doing without things.

FIGURED GUM

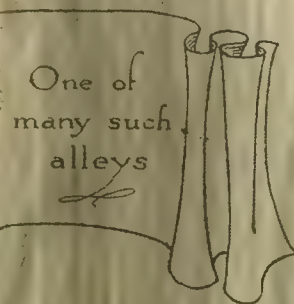


Our
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY



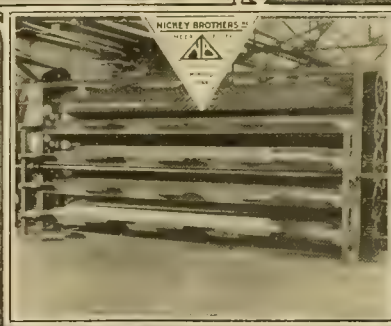
Section
of our
Warehouse



One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dyer



NICKEY BROTHERS ^{INC}

MEMPHIS

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER
CARROLL AVE. AND SHELDON ST.
CHICAGO

"EASIMOOV"

The Veneer Tape that is "Up to the Second" can be removed instantly after having served its purpose, without being sanded. Saves time and expense.

Write for sample coils

IDEAL COATED PAPER CO.

The Veneer Tape Specialists

MAIN OFFICE AND MILLS, BROOKFIELD, MASS.

THERE'S A REASON

The Quartered Oak Specialists whose reputation and financial worth is your guarantee of satisfaction in quality and service.

"He profits most who serves best"

Everett Veneer Co.
VENEERS

Letters from a Panel User

ABOUT CORE STOCK

The loss sustained through depreciated reputation may never be ascertained because all buyers of panels, pianos, furniture, etc., do not register a complaint with the manufacturer when goods go bad, nor ask for an allowance. They keep the manufacturer guessing. The salesman seems to be treated courteously, but he cannot pry an order from the buyer with a pair of Colt revolvers.

Low priced core stock, face veneer and glues are largely responsible for inferior work. The trouble is that so many buyers do not appreciate the importance of quality, and buy because of low price, imagining they are saving their concern enormous amounts of money. I find that especially core stocks are slighted, the buyer claiming, "Oh what's the difference, it's covered anyway." Of course, some factories get by with cheap core stock, that is, for a short time, but as soon as the furniture manufacturer uses the panels in his line of work and the finisher applies the stains and varnishes, the evil will out.

As an able writer once stated, "It is like putting a photographic plate, which has been exposed, through a bath of chemicals, and developing the marks left by the application of light. Every manufacturer of panels knows or should know that the oils and varnishes used in wood finishes will prominently bring out all imperfections." A little experimenting in your factory will convince you of the truth of this statement. I repeat, do not use defective core stock. Use the best that money can buy.

The importance of having crossbanding thoroughly dry and getting it under pressure as soon as possible after it comes in contact with the moist glue, cannot be overestimated. Again, care should be taken that all crossbanding is laid right side up.

The preparation of the core stock for veneers is of great importance. The English cabinetmaker has a reputation for perfect panel work. He is as careful in the selection of the core stock as he is in selecting his face veneer. His first step is to observe exact thickness of the stock. Being satisfied (assuming, for instance, the job is five-ply) he glues the crossbanding, and after dry traverses it across the grain with a sharp tooth plane. Expensive? Yes, but he gets results.

Of course, I do not advocate the use of the tooth plane. We can, however, get splendid results on the sander. For instance, No. 3 Garnet paper on the first cutting roll and lowering the other two will make the stock sufficiently rough so that the glue will lie in the scratch marks. One great trouble with our American factories and panel plants is haste. We all seem to fear that the other fellow is pulling one over on us, and for that reason can sell panels, furniture, etc., cheaper than we. To be sure, low cost of production is imperative, but we must not overlook the most important factor, quality.

As stated, cores must be dried thoroughly. Glue face veneer must be on dry core stock. Nothing is absolutely certain, if crossbanding is not thoroughly dry when laid. The moisture from the glue will expand it, and this expansion will result in an unequal amount of contraction during the process of drying after it leaves the press.

Veneer Mill Burned

On May 25 the plant of the Norfolk Veneer Company, Norfolk, Va., was destroyed by fire, with a loss estimated at \$125,000. The blaze is believed to have started in the dry kilns. The plant was built in 1909. The insurance amounted to \$75,000. Veneer valued at \$25,000 was stored in the mill ready for shipment. One of the employees, A. J. Gibson, lost his life in the fire.

The officers of the company are: George W. Roper, president; J. P. Andre Mottu, vice-president; Wilson White, secretary-treasurer; and general manager. Mr. White stated that while the company had been severely hit, it would make arrangements to take care of its orders as far as possible. The plant will be rebuilt as soon as possible.

One of America's Best Black Walnut Trees
*GROWN IN CENTRAL ILLINOIS
AND PURCHASED RECENTLY BY*
Pickrel Walnut Company of St. Louis, Mo.



It clearly demonstrates the effort to obtain the best grade of Walnut for our customers
19 foot butt log and about 40 inch diameter at top end with excellent figured stump

Let us show you in the near future how it will look laid on the ground

The Rate Advance Hearing

The latest phases of the hearing before the Interstate Commerce Commission at Washington, in the 15 per cent advance demand by railroads, is contained in a special wire to Hardwood Record June 8, from Memphis, Tenn., given below:

As a result of the efficient work of the Southern Traffic Association, the southeastern roads tell the Interstate Commerce Commission that they will advance the rate only one cent to Ohio river and many further points. However, the Traffic Association will continue its fight, and is confident that no advance will be allowed hardwood rates.

The carriers say that if fifteen per cent advance is allowed, with preferentials, they will file new tariffs on lumber from Mississippi valley and southeastern points to the Ohio valley, making the raise on the basis of one cent per hundred, which, they say, would increase their revenue eight per cent and retain preferentials.

The roads submitted rebuttal evidence on Thursday and Friday, closing their case, following which the arguments will begin. The carriers say that materials have increased in cost 45 per cent in past two years, and 31 per cent since July purchases.

The Louisville & Nashville railroad claims that the Adamson law will cost it \$750,000 in 1917, and other advances make the labor bill more than \$3,000,000 in excess of 1916.

Machinery in the Wholesale Yard

That machinery is a good thing for the wholesale lumber yard practically every man operating one readily admits, even though used for no other purpose than that of trimming and refining lumber. The necessity for cutting off and ripping pieces of lumber to raise the grade occurs so frequently that in yards where power-driven machinery is not in operation, hand saws are used freely, and it is not so easy to use these for this purpose.

The equipment will ordinarily consist of a rip saw and a crosscut or a trimmer. If the yard is buying stock from small mills that do not use trimmers, the regulation trimmer will be found more serviceable than a single crosscut. Where stock has been through a trimmer, however, the single crosscut will serve all purposes, and it can be made to answer even where lumber has not been through a trimmer. Electric transmission has done more than anything else to make practical the idea of a limited quantity of power-driven machinery in the wholesale yard.

The place where arguments start about the use of machinery in hardwood yards is in making dimension stock. From the cuttings and trimmings made in refining lumber there is raw material for certain kinds of dimension stock, and there is a natural disposition to augment this by working up cull boards, planks that have been split or damaged, and at times to rip out good lumber stock and reduce it to specific dimension required in some order. Opinions differ as to whether or not it pays to make a feature of cutting out dimension stock at the wholesale yard. Notwithstanding this difference, there is a gradual coming to the idea to make at least some feature of cutting dimension stock in the wholesale yard.

It may be said in this connection that at the mill in the woods is the place to get out dimension stock to effect the maximum saving in freight, and it also offers the advantage of reducing the dimension while the material is green, which will facilitate proper drying. On the other hand, at the wholesale yard there is always opportunity to dispose of waste to advantage and it effects some saving in freight when it comes to serving customers over a wide territory. The big item in it, however, is the opportunity it gives for working up odds and ends of lumber to fit into particular needs and utilizing stock cut out in this work to make dimension stock.

There is room for argument on both sides, and arguments will perhaps continue. Meantime, the idea that the wholesale yard should have some machinery for ripping and cross-cutting lumber, and making dimensions if necessary, is gaining ground, and it is, perhaps, a safe prediction that a few years hence practically all the active assembling and distributing yards will be equipped with power-driven machinery.

A Handy Belt Shift

Nearly every woodworking plant has some time-and-labor-saving kinks. Here is one that no doubt will prove of benefit and is very inexpensive. The device is used in a prominent factory where a great number of different kinds of woods are used and frequent speed changes are necessary. With this simple device feeds can be changed without stopping the machine and even while lumber is being run through.

The concern above mentioned has a jointer and a planer driven from a countershaft in the basement. A pair of two-step speed pulleys are used for driving each machine, two different speeds being available. Before installing this device it was necessary for the operator, when changing speeds, to shut off his feed and go down to the basement to shift belts on the countershaft. To overcome this inconvenience and delay a double shifter was rigged up. One shifting lever extends through the floor and shifts the belt on the counter pulley by engaging the upper side of the belt. This lever is so mounted that the helper can reach it without any trouble. The other shifter is fixed to the floor right back of the machine and engages the lower side of the belt.

The operation of this shifting device follows the same order of events that is used in the ordinary method of shifting belts with a stick.

When the machine is operated at slow speed, to change to high speed, the operator moves to high speed by changing the lever with his foot, while his helper shifts the belt to the larger counter pulley by the lever which extends through the floor. To give free action to the belts in shifting, it is necessary that stepped pulleys with slopes between the faces be employed.

Testing I. S. C. Belts

As buyers who are compelled to choose belting are interested in quality as well as price, the following simple test will likely prove of interest.

To tell a good belt from a poor one, cut into the end of a belt and take out a thread just three inches long—any other length may be taken, but three inches is very convenient. Next proceed to straighten this thread by taking out of it kinks caused by weaving. Catch one end in a vise, hold the other between the thumb and finger, and then rub the thread with the edge of a pocket knife blade, thumb-nail or with any other object which will straighten out the thread. Do not try to straighten the thread by drawing it between the finger and thumb-nail without first putting one end in a vise and holding the other end fast. The object is to prevent the thread from elongating by unwinding the twist. It is desirable to know exactly the possible elongation which can be obtained by stretching the weave. Some belts will show more than others, but twenty-five per cent is the best elongation for I. S. C. belts. When less, the belt has been too loosely woven to be of much use. If the elongation is more than twenty-five per cent, the belt has been too tightly woven, so that a great deal of stretch will take place when the belt is put under tension.

Also give preference to an equalized weave. The amount and kind of oil may also be considered, likewise the weight of suck, which must be determined by skinning off a number of square inches of one ply, dissolving the oil, and weighing the sample accurately before and after taking out the oil.

Down in Haiti where there has been trouble calling for the presence of our marines the American occupation has done a number of good things both for the people down there and for our own trade. For example, the lumber trade with Haiti which was only about 1,250,000 feet in 1915 jumped to practically 2,500,000 in 1916.

The teak trade is in trouble because of the difficulties of transportation, the result being that while teak is scarce and high in price, it is being piled upon the yards in Siam until it is burdensome because of the difficulty of securing shipment at any price. A few more ships plying from here to Siam would not only help out the teak supply here but it would relieve depression and congestion in the trade at Siam.

(Continued from page 22)

W. C. Johnson, president of the local Chamber of Commerce, briefly outlined the activities of that organization and urged the lumbermen to co-operate with that body in its efforts toward relieving the car shortage, involving either one of two methods: 1—That the Interstate Commerce Commission be asked to refuse higher rates to the carriers on lumber and other commodities unless they are willing to use a considerable portion of the increased revenues for the purchase of additional equipment; or, 2—that the government, through the federal shipping board or some other department, build enough cars to be used by the railroads on a per diem basis in much the same way that it is building ships to be used on the ocean to relieve the shortage of tonnage.

The regular order of business was suspended but reports of committees were heard. R. T. Cooper, for the entertainment committee, urged that all the lumbermen intending to attend the forthcoming annual of the National Hardwood Lumber Association at Chicago should register with the committee so that arrangements might be completed for the equipment of the special train which is to carry the Memphis delegation to Chicago. This train will leave here the evening of June 13.

James E. Stark, chairman of the river and rail committee of the club, fresh from his stay in Washington where he appeared before the Interstate Commerce Commission with J. H. Townshend and other members of the Southern Hardwood Traffic Association, reported that the lumbermen had more than favorable prospects of securing a suspension of the proposed advances for something like a year and that, if this could be done, the chances of ultimately defeating the carriers would be greatly bettered. He modestly intimated that this outlook was the result of the excellent work of Mr. Townshend and others.

J. F. McSweyn, chairman of the house committee, advised the club that an order had been placed for the blackboards to be installed in the rooms of the club in the Chamber of Commerce to be used by the members in posting "lumber wanted" and "lumber for sale." This really marks the beginning of a lumber exchange at Memphis.

Two new members were elected: Herman Katz of the Riel-Kadel Lumber Company, and H. J. Richards of J. H. Bonner & Sons. One application for active membership was reported, that of W. H. Dick of the Tallahatchie Lumber Company, Phillip, Miss.

It was announced that this was to be the last regular meeting of the club for the summer but that called meetings would be held if anything arose demanding action of this organization.

Appeal to Hardwood Lumbermen

The members of the Northern Hemlock and Hardwood Manufacturers' Association are making a strong appeal to their employees in mill and office to invest even a small part of their savings in the government war bonds. R. B. Goodman, past president of the association, has issued an appeal in the weekly bulletin of the association to this effect: "Every employee of every manufacturer of lumber in our association would subscribe to a liberty bond if his thrift and patriotism were appealed to. Every member should arrange with his cashier or local bank so that subscriptions could be paid for in monthly deductions from wages on employees' order. There is little danger that the issue of bonds will not be fully subscribed for, but all the people should be told about it and every one of us should show his loyalty to his country by taking a bond. It means infinitely more to our country for a million men to subscribe to a fifty dollar bond than for a great financial institution to subscribe fifty million dollars. Our men are willing. It is for us to give them the opportunity."

Memphis Lumbermen Observe Registration Day

The lumbermen of Memphis, with their employees, turned out June 5 in large numbers to participate in the registration day parade here and thus gave another striking evidence of their patriotic and enthusiastic support of the government in its plans for raising the first contingent of its army on the selective conscription plan.

The Lumbermen's Club of Memphis at its meeting Saturday voted June 5 a holiday and all members agreed to close down their mills and to give their forces a holiday, in order that they might not only participate in the parade but in order that those whose ages are between 21 and 31 might have an opportunity of registering.

Representatives of the Lumbermen's Club, the Gum Lumber Manufacturers' Association, the American Oak Manufacturers' Association, the Southern Hardwood Traffic Association and the Hardwood Dimension Manufacturers' Association were in line and altogether they formed quite an important part of one of the regiments in the line of march.

"We are for democracy and national prohibition" were the words inscribed on a banner borne by one hundred employees of the Larkin Company marching four abreast.

A Strong Fight for Shingles

The Northern Hemlock and Hardwood Manufacturers' Association in its bulletin of May 25, 1917, makes a strong presentation of the case of the wooden shingle, and a criticism of building codes which rule against the use of shingles and favor composition roofing. It is urged that the relative fire hazard of the shingle and the composition roofing remains to be shown, and that claims of the superiority of composition are not backed up by facts.

Appeal for Better Building

The Trade Extension Department of the National Lumber Manufacturers' Association has republished in pamphlet form the address by William

Gray Purcell, architect, of Minneapolis, on the subject of better building. The use of wood is highly recommended in situations where it is suitable. The address was given last January at a dinner to architects and builders of Minneapolis by the lumbermen of that city.

With the Trade

James A. Curtis

James A. Curtis, aged eighty-three years, died a few days ago at his home at Greencastle, Ind., his death being due to heart disease. He was one of the early carriage manufacturers of Greencastle and for many years was a member of Curtis & Reneck of that city. This company had an exhibit at the Philadelphia centennial in 1876 that attracted world-wide attention. Mr. Curtis was a delegate to the first republican state convention held in Indiana and for many years had been an active factor in politics. He was well known to the lumber manufacturers in central and southern Indiana.

Commissioners to Chicago

Three members of the Federal Lumber Trade Commission passed through Chicago on Sunday, June 3, en route from Memphis to Minneapolis. Commissioner Roger E. Simmons was called home to Oshkosh, Wis., by the illness of his wife while the party was still in New Orleans. The three other members—John R. Walker, E. A. Oxholm and N. C. Brown—spent Friday and Saturday, June 1 and 2, in Memphis. A detailed account of their stay here is given on another page.

The commissioners left Saturday night for Minneapolis and dropped back to Chicago on June 6 for a conference with leading lumbermen. They plan to sail about August 1.

There is shown here a picture of the commissioners on a cypress mill yard in the extreme South. At the right of the picture is Commissioner Oxholm with his fingers affectionately caressing the kinky, woolly head before him. To his right is John R. Walker. Nelson C. Brown is third from the left, and the fourth is Roger E. Simmons.



THE LUMBER COMMISSIONERS IN THE FIELD

Resigns from Redwood Association

Edwin E. Myers announces his resignation as secretary manager of the California Redwood Association, effective June 1, to embark in the advertising specialty business. Mr. Myers' successor has not been selected, and E. A. Selfridge, Jr., president of the association, will temporarily manage the association. Mr. Myers has equipped the association with a splendid line of literature on redwood and its uses, and inaugurated an advertising campaign that is rapidly forcing redwood to the front as one of the country's leading softwoods. Mr. Myers came to San Francisco from the Southern Pine Association at New Orleans, and previous to that he was assistant secretary of the Hardwood Manufacturers' Association of the United States, with headquarters at Cincinnati.

Lumbermen Doing Big Work

Eastern members of the lumber trade are bringing honor upon the whole industry by their work in the Lumbermen's National Service League of New York City. The league is running six recruiting stations in Greater New York and meeting with great success. Other stations will be opened in other parts of the state, Buffalo and Jamestown being first on the list.

Will Open Hardwood Department

On June 1, the South Texas Lumber Company of Houston opened a department for selling hardwood lumber at wholesale, with George W. Cleveland, Jr., in charge. The lumber to be handled through this department will be the product of the company's plant at Onalaska.

Lafayette Lamb

On May 30, 1917, occurred the death of Lafayette Lamb at his home, Clinton, Iowa, aged seventy-one years. He was a pioneer lumberman and for sixty years had been a resident of Clinton. He was a native of Carroll county, Illinois, a son of Chancy and Jane (Bevier) Lamb. The elder Lamb was a well-known lumberman of his day and the son grew into the business as he grew into manhood. The family at one time owned four mills, and many of their logs were floated or rafted down the Mississippi. The total output of white pine alone of the Lamb mills at Clinton is said to have exceeded 3,000,000,000 during the forty odd years of activity.

Aside from his association with C. Lamb & Sons (Inc.), of which he was president and treasurer, Lafayette Lamb was president of the Shell Lake Lumber Company, Shell Lake, Wis.; Barronett Lumber Company, Barronett, Wis.; Lamb-Davis Lumber Company, Leavenworth, Wash.; Lamb Hardwood Lumber Company, Memphis, Tenn.; Bacon-Nolan Hardwood Company, Chancy, Miss.; vice-president of the Mississippi Lumber Company, American Wire Cloth Company, Mississippi River Logging Company and the Clinton Sand & Gravel Company, all of Clinton; a trustee of the Weyerhaeuser Timber Company, Tacoma, Wash.; a director in the Carpenter-Lamb Company, Minneapolis, Minn.; Chippewa Lumber & Boom Company, Chippewa Falls, Wis.; White River Lumber Company, Mason, Wis.; McCloud River Lumber Company, San Francisco, Cal.; Iowa & Illinois Railway, Clinton; a stockholder in the People's Trust & Savings bank, Clinton National bank, City National bank, Merchants' National bank, Clinton Mineral & Mining Company and the Cromwell Hotel Company, all of Clinton; a stockholder in the Northern Lumber Company, Cloquet, Minn.; Boulevard Hotel Company, St. Louis, Mo., and the Tampa Hotel Company, Tampa, Fla. He had a one-third interest in one of the largest ranches in Colorado, nine miles east of Greeley and fifty miles from Denver, known as the Studebaker-Lamb-Witwer ranch, and had heavy interests in the Lamb-Fish Lumber Company, Charleston, Miss.

On Aug. 21, 1866, he was married to Olivia A. Huffman of Clinton. Their children were Merrette and Chancy R. Lamb.

Experimental Basswood Seasoning

The government laboratory at Madison, Wis., has been carrying out tests in seasoning several thousand feet of basswood lumber. Green two-inch planks were dried in thirteen days from ninety down to four per cent of moisture, and inch boards from ninety to between three and eight in nine days.

Pertinent Information

Hardwoods Are Advocated

The case of Wisconsin and Michigan hardwoods was pleaded before the lumber foreign trade commission at its sessions in Minneapolis, June 4, by O. T. Swan, secretary of the Northern Hemlock and Hardwood Manufacturers' Association. Mr. Swan recited the adaptability of birch, beech and maple as well as of other hardwoods produced in this field to various uses in Europe and therefore the necessity of developing a generous export trade by American manufacturers. All are highly available for interior trim and especially for veneer, curly and plain birch, making a pleasing combination. Treatment with stain effects enhances the variability of the woods, especially birch and maple, the latter being suitable not only for flooring, but also furniture. It was pointed out that an effect similar to walnut burl can be secured by combining birdseye maple and brown-stained maple. Attention was called by Mr. Swan to the fact that birch is already being used for gunstocks in Russia, where it has supplanted beech and can be used for aeroplane propellers, a field in which it compares favorably with walnut and mahogany. The availability of other hardwoods of the territory for vehicles and implement parts was also emphasized. Mr. Swan

also devoted considerable time to hemlock as a suitable wood for structural purposes, especially in houses of a portable nature and other shelters.

Roger E. Simmons, a member of the lumber foreign trade commission, spent a day of this week at home here prior to the commission's departure for Cincinnati, O., to confer with the hardwood men of that territory. The itinerary of the commission next includes Tonawanda, N. Y., whence they leave for the Pacific coast. Thereafter they return east, going to Nova Scotia, Halifax and St. John and make brief stops at Portland, Me., Philadelphia and Baltimore. According to present plans the commission will depart for Europe before July 15. Mr. Simmons expressed himself as highly gratified with the co-operation being extended the commissioners by lumbermen in all parts of the country where they have visited thus far, declaring that the investigation is proving much more fruitful than had been expected and much valuable data on the American lumber industry is being accumulated for presentation to European and other foreign importers and jobbers of American lumber. Every conceivable fact and figure pertaining to the production of lumber in the United States is being tabulated and prepared into statistical form, port and dock facilities even being carefully noted. Timber holdings, period of available supply of logs, stocks on hand in all dimensions, methods of productions, manufacture at the mills, durability, fire resistant qualities, strength tests, and every other detail about every variety of American-grown wood will be in the hands of the commission, says Mr. Simmons, before it departs for Europe. The main demand, as noted among American producers thus far, said Mr. Simmons, is for a slight reduction in the grades now being specified by European lumber dealers, the aim being to reduce the great percentage of heart wood that is now called for in complying with the drastic grades.

Portable Mills to Europe

An agreement with the British war office, under which the six New England states will send ten portable sawmill units, comprising 400 expert woodsmen, to aid the British armies in France, has been announced by the American Forestry Association.

The members of the expedition will serve as civilian employees of the British Government and will be fully equipped for logging and milling operations. The plan is understood to have the approval of the War Department, which on its account is enlisting a regiment of foresters to serve with the American army engineers ordered abroad.

The enterprise was worked out by a committee of New England paper manufacturers, lumbermen and timberland owners, headed by W. R. Brown, a member of the lumber committee of the Council of National Defense. The New England committee was appointed by the Massachusetts Committee of Public Safety, which cabled the offer of aid to the British war office, and was notified that the war office not only would accept, but would furnish transportation for the units.

Each of the six state governments subscribed \$12,000, the cost of a single unit, and private subscription provided four units.

Enormous U. S. Foreign Trade

During the twelve months ending April 30, 1917, the exports from the United States were valued at more than \$6,000,000,000. That is more than \$2,000,000,000 in excess of the largest annual exports for any previous year of our history. During the same period our imports reached the total of \$2,500,000,000, making our foreign trade worth \$8,500,000,000. A few years ago foreign trade of such dimensions would have been regarded beyond the range of possibilities.

March Exports of Wood Products

The exports of forest products from the United States were 70 per cent greater in March, 1917, than for the corresponding month in 1916. The total value this year was \$5,990,243. The export of round walnut logs increased four fold; square southern yellow pine logs increased nearly three fold. Shipments of logs, both round and square, to the Netherlands rose from nothing in March, 1916, to a value of \$21,187 in March of this year. That shows that a few ships still run the submarine blockade. Value of logs to the United Kingdom more than doubled, while the increase to the rest of Europe was twenty fold. Conditions in troubled Mexico are improving if shipments of logs mean anything. When March this year is compared with the corresponding month of 1916, shipments to Mexico show 300 per cent increase. Shipments of spruce lumber to Europe increased 400 per cent. The increases of a number of items to the West Indies and South America were larger, and show that trade in that direction is improving.

Great Work of Reforestation

Between 5,000,000 and 6,000,000 acres of land included in the national forests contain no tree growth. On some of this land the timber has been killed in recent years by fire, and on other areas no timber has grown since the region has been known to white men. It is unprofitable to leave this land barren. It should be producing timber, but the problem of bringing on forests is a serious one. The work is expensive, and often difficulty is met when attempts are made to induce trees to grow. Dry weather may kill them, fire may destroy them, rabbits, rats and other animals, large and small, may devour them.

A study of the problem, with its difficulties and promises, has been made by C. R. Tillotson of the Forest Service, and published in a 62-page bulletin (No. 475) which covers the entire field. It tells how, where, when, and why plantings are made. Reforestation of the barren areas will ultimately supply an addition of 3,000,000,000 feet of lumber a year.

Practical Book on Planting

J. S. Illick, professor of forestry at the Pennsylvania State Forest Academy, Mont Alto, Pa., is the author of a practical pamphlet on forest tree planting camps. Mr. Illick handles his subject with the idea in mind of giving information of a useable kind. With the growing interest in forest plantations of a practical character (railroad and mine companies are showing already that there is money in it for them) the pamphlet will fill a real need.

The Shipbuilding Program

The Department of Labor is mobilizing ship carpenters to work on the wooden ships. It was believed some time ago that no more than 15,000 ship carpenters were to be had in this country, but already a force of 20,000 has been raised, and partially trained men are being added by thousands from technical schools. They will fill the place of apprentices and in much of the carpentering they can do nearly as much as the regular carpenters. In addition to the pine ships to be built in the South, contracts have been let for 100 vessels to be of Douglas fir on the Pacific coast. The shipyards of Texas claim to be able to turn out eighty-five ships.

Lumber for Training Camps

The government proposes to build from twelve to twenty camps for training soldiers, and the lumber needed for each has been figured out. A camp large enough to accommodate 25,000 men calls for 13,519,394 feet of lumber. All the dimensions have been worked out so that any mill may bid on what it can supply most quickly. Particular woods are specified, but they are interchangeable. For instance, window strips may be of various kinds of wood. New England mills may furnish spruce; New York and Pennsylvania may offer white pine; the southern Atlantic coast may offer shortleaf pine; the Gulf States, longleaf pine; the Lake States, white or Norway pine; Northern Pacific coast, Douglas fir or hemlock; plateau region, western white pine; California, redwood and western yellow pine; Eastern States, yellow poplar and cottonwood.

Thus it goes, item by item. Different woods will answer, and every forested region may furnish part. In that way, the country's whole timber resources can be drawn upon and lumbermen everywhere can help furnish the supply. Never before was there such an opportunity to mobilize the country's whole forest resources. Hardwoods can do their whole part. Practically every item calls for hardwood. Yellow poplar and chestnut are named oftener than any other woods; but among others listed are cottonwood, oak, locust, black gum, cotton gum, beech, maple and birch. It is somewhat disappointing to note the absence of red gum, ash, hickory, elm and basswood from the list to be used in building the camps.

The training of each soldier, in the first call, requires 540 feet of lumber for camp equipment, but subsequent drafts can be trained in the same camps without the purchase of additional lumber. It is said that the lumber will be bought at a certain per cent above cost, no matter in what region it is purchased. The purchase price thus fixes itself somewhat automatically, provided the cost is known, and it will not be necessary to call for bids with each purchase.

Hardwood News Notes

◀ MISCELLANEOUS ▶

A receiver has been applied for for the Macon Motor Car Company, Macon, Mo.

At Kansas City, Mo., the Gateway Casket Company has been incorporated at \$7,500.

W. J. Clark is now sole owner of the Clark Lumber & Hardwood Company, Warrensburg, Mo.

An involuntary petition in bankruptcy has been filed by the Schubert Piano Company, New York, N. Y.

A loss by fire has been sustained by the St. Louis Carbonating & Manufacturing Company, St. Louis, Mo.

The Standard Stair & Building Finish Company, Boston, Mass., has filed an involuntary petition in bankruptcy.

George Spratt & Co., Sheboygan, Wis., have changed their name to the McNeill Chair Company, Sheboygan, Wis.

The capital of the Herkert & Melsel Trunk Company, St. Louis, Mo., has been increased to \$225,000 from \$75,000.

An increase in capital stock to \$300,000 has been effected by the Appomattox Box Shook Lumber Company, Petersburg, Va.

The A. Teachout Company has purchased the business heretofore owned by the Standard Sash & Door Company, Cleveland, O.

There has been a change in ownership of the Dare Lumber Company, and its headquarters are now located in Elizabeth, N. C.

The New England Lumber & Construction Company is a newly incorporated concern at Stoughton, Mass.; capitalization, \$50,000.

The style of the Mansfield Hardwood Lumber Company, Winnfield, La., has been changed to the Mansfield Hardwood Lumber Company of Louisiana, Inc.

The H. G. Mueller Lumber & Manufacturing Company, Sheboygan, Wis., has changed its name to the H. C. Mueller Manufacturing Company and increased its capital from \$38,000 to \$60,000.

Recent incorporations in North Carolina are: The Shawboro Lumber & Manufacturing Company, Shawboro, capital \$50,000, and the Cahill Box Company at Winston-Salem with \$25,000 capitalization.

The following have increased their capitals: The Spies-Thompson Lumber Company, Menominee, Mich., to \$400,000; the Michigan Ladder Company, Ypsilanti, to \$100,000; the Stevens-Eaton Company, New York City, from \$100,000 to \$200,000.

New shipbuilding concerns are rapidly springing up in the state of Washington, and the following are some of those recently incorporated: Frank Oleson & Sons, capital \$100,000; West Coast Shipbuilding Company, Spokane, \$1,000,000; the Overseas Shipbuilding & Construction Company, Seattle, \$1,000,000; Ward & Burkheimer Shipbuilding Company, Seattle, \$100,000 capital, and in Texas the Tarver Shipbuilding Company, Beaumont, has incorporated.

◀ CHICAGO ▶

The business operated under the style of Black & Cooper Lumber Company, city, will now be conducted under the name, Black Brothers Lumber Company.

The capital of the John C. Moninger Company, Chicago, has been increased to \$148,000.

G. W. Jones of the G. W. Jones Lumber Company, Appleton, Wis., was in the city last week.

The Drexel Motor Car Company, city, has filed an involuntary petition in bankruptcy.

J. H. Stannard of the Baker-Matthews Lumber Company, Fisher building, returned to the city May 31, after a week's trip in Michigan.

The Big Bay Lumber Company has entered the wholesale and commission lumber business at 327 South LaSalle street, Chicago, those interested being M. R. Erickson and P. F. Ciralske.

Walter N. Kelley of the Walter N. Kelley Company, Detroit, Mich., stopped off in Chicago recently on his way to Wisconsin mill points.

The Atlas Floor Company, city, has filed an involuntary petition in bankruptcy.

Clarence Boyle, Sr., head of Clarence Boyle, Inc., Lumber Exchange building, Chicago, spent a month among Mississippi and Louisiana hardwood mills.

H. F. Below of the Below Lumber Company, Stanley, Wis., called on the local trade the week of the twenty-seventh, as did also L. H. Levisse of the Scott & Howe Lumber Company, Oshkosh, Wis.

The Rottman Company, manufacturer of fixtures and cabinet work, city, is liquidating.

G. H. Holloway of the Utley-Holloway Company, Conway building, Chicago, returned to Chicago the end of last week after a trip of several days to southern points, Memphis particularly. The Utley-Holloway Company is every day demonstrating its right to a place among the ranking hardwood firms of the country.

◀ BUFFALO ▶

In spite of the many complaints of car shortage and inability in all directions to get lumber in as they need it a number of wholesalers now report that their May shipments are larger than during any previous month this year and compare favorably with many former months. This means, they say, that cars and lumber can be obtained by hard work and that they have worked very hard at the problem lately. Some of them say that they have made the matter easier by securing cars and sending them to the mills to load. They do not look for the situation to improve very much right away, as embargoes continue, and only the shipper who knows his route best and understands the situation is likely to come out ahead in this peculiar sort of business undertaking.

The receipts of lumber by lake during May were less than a third the amount that came in during the same month last year, the figures being 3,050,000 feet and 9,701,000 feet respectively. The decline was not due so much to any falling off in the demand as to the lateness with which the season started, because of an abnormal amount of ice in the lakes during a large part of May. Now that the season is fairly under way improvement in receipts is in evidence and the first week of the month shows receipts of more than 4,000,000 feet, or more than all of May. Cargoes came in about every day during the week mentioned, but it is doubtful if anything like the activity will be shown during the remainder of the month. Among the hardwood yards which have now received stock are those of Taylor & Crate, the H. T. Kerr Lumber Company, and T. Sullivan & Co.

Howard Jackson, son of George A. Jackson of the lumber and coeprage firm of Jackson & Tindle, is to be married on June 19 to Miss Mary Becker, of this city.

Hugh McLean is predicting some unusually strong conditions in hardwoods in the near future and expects that the demand will be active as compared with the limited stocks which the mills can furnish.

During May the receipts of lumber by lake at the Tonawandas were 13,246,631 feet, as compared with 21,760,000 feet in the same month a year ago, a decline of nearly 40 per cent. June will see receipts much heavier.

Building permits for Buffalo showed a decline of 23 per cent for May and 20 per cent for the first five months of the year. The figures for May were \$892,000, as compared with \$1,155,000 in the same month of last year. For the first five months the figures were \$3,209,000, as against

\$4,051,000 in the corresponding period of 1916. Not much hope is held out that June will exceed the record of a year ago, for building then was on an unusually active scale. The carpenters' strike is still on here, though some of the men have returned to work. Dwelling-house construction is not so active as that in the extension of factories, quite a number of which are enlarging.

◀ PITTSBURGH ▶

The Frampton Foster Lumber Company has buyers in hardwood districts of Tennessee, Arkansas and other southern states looking out for small lots of hardwood lumber or tracts of hardwood timber which can be bought. The company is not quoting except to old customers.

The Standard Car Construction Company, one of the big buyers of hardwood in this district, let contract last week to McClintic-Marshall Construction Company of Pittsburgh, for shop 200x122 at Masury, Pa. The Greenville Car Company, Greenville, Pa., another big buyer of lumber, secured the contract last week for 1,500 cars for the Union Railroad Company.

J. N. Woollett, president of the Aberdeen Lumber Company, returned a few days ago from a long trip through the Southwest. He found many mills shut down because of no cars and shortage of labor. Mr. Woollett predicts a bigger car shortage this fall than this country has ever seen and says that deliveries of hardwood from the Southwest will be hard in proportion.

The United Lumber Company sold to the Schofield Lumber Company of Philadelphia mills and lumber valued at \$75,000 in the Somerset, Pa., region last month. The Schofield concern has also bought other virgin tracts of hardwood nearby to cut off soon.

The American Manganese Company is planting 12,000 rapid hardwood growers at Dunbar, Pa., to make mine and pit timber in the near future. The conservation of hardwood timber of all kinds in the coke region is receiving much attention this year.

The Fairchance Lumber Company, with mills at Fairchance, Pa., has opened offices in the new Union Arcade building in this city, and is making a specialty of furnishing knock down houses particularly for mining companies.

Building permits in Pittsburgh last month amounted to \$1,433,432, as compared with \$1,094,109 in April of this year and \$1,120,675 in May of last year.

The American Lumber and Manufacturing Company finds more business than it can get shipped on time. Its salesmen now have instructions to submit every order received to the officials of the company for approval before it is finally placed on the books.

The Universal Lumber Company reports the best business in its history in May when its sales amounted to about seventy-five cars. Wm. Lichenstuh of this company is going South this week on a honeymoon trip which will include a careful survey at hardwood manufacturing points.

◀ BOSTON ▶

At a meeting of the Massachusetts Wholesale Lumber Association, Inc., held at Boston, May 24, the president of that organization, together with M. E. Philbrick, president of the Lumber Trade Club of Boston, W. A. Fuller, president of the Massachusetts Lumber Dealers' Association, F. B. Cutler and Wm. E. Litchfield of Boston, were designated a special committee of the trade of the state to influence lumbermen to become active agents for the liberty loan. This committee has proceeded with the work along intensive lines and shows evidence of a great degree of success throughout the trade of the state. An amendment to the by-laws was adopted providing for associate or non-resident membership which is considered an important step in centralizing the influence of the wholesale trade of all New England. Gardner I. Jones and J. J. Tully, who are representing this association on the Hold and Diversion case, were instructed to continue their efforts to retain transit privileges for this section of the country with reasonable charges therefor, and it is their intention to make a strong presentation of the needs of the wholesale lumber trade here at both the Chicago and Washington hearings in June.

The new mill at Anson, Me., owned by Everett Preble, has recently been destroyed by fire.

Proceedings against the Buttrick Lumber Company of Waltham, Mass., have been instituted alleging bankruptcy. The company had recently been placed in the hands of a receiver and a compromise offer is to be made to the creditors who comprise a large number of the wholesale and mill trade.

◀ COLUMBUS ▶

The club rooms of the Columbus Lumbermen's Club were formally opened June 2 by a housewarming, which brought about seventy-five lumbermen together. The rooms are located on the top floor of the Joyce building and have been especially fitted up for the use of the lumbermen. It is planned to serve noon luncheons, which will bring the members of the trade together. At the business meeting a committee consisting of John R. Gobey, Edward C. Callanan, W. L. Whitacre and Seymour H. Brown was named to solicit members among the lumbermen not already identified with the club. According to the constitution there are active and associate members. Active members consist of firms in the wholesale and retail trade or traveling men, who make their headquarters at Columbus. Other lumbermen are included in the associate membership list.

Frame construction promises to receive a great impetus as the result of the campaign of the housing committee of the Cleveland Chamber of Commerce to improve housing conditions, which are admitted to be serious. Every effort is being made to bring out capital and arouse interest in the erection of dwellings of all kinds, in order that the housing facilities may keep pace with the phenomenal growth of the city. Southern negroes are among the incoming laboring classes which find it difficult to secure quarters. Similar conditions hold throughout the industrial cities of northern Ohio.

The H. Leet Lumber Company, Portsmouth, has increased its capital stock from \$110,000 to \$170,000. The increase is to take care of the firm's rapidly growing business. It recently made a \$25,000 addition to its plant here and the company now maintains a buying agency in the South, with prosperous branches at Peebles, Sciotoville and Wheelersburg.

The Western Lumber Company, Columbus, has increased its capital stock from \$75,000 to \$150,000.

Ash & Wiley of Bryan, Ohio, have been succeeded by O. H. Wiley.

A meeting of the thirty-two district chairmen of the Ohio Builders' Supply Association is scheduled to be held in Columbus, June 20, in order to discuss plans for the coming summer's work. Practically all of the districts in the Buckeye state have been organized by H. S. Gaines, assistant to the president of the organization, and all are now ready to go ahead with their summer campaign.

The Mansfield Builders' Exchange of Mansfield, Ohio, was organized here May 28 at a meeting which was attended by fifty-two material dealers, lumbermen and members of other building trades. H. S. Gaines, assistant to the president of the Ohio Builders' Supply Association, was present to aid in the organization. Officers elected were J. C. Kemble, president; V. R. Brown, vice-president; V. D. Wolf, secretary, and Clarence Small, treasurer. The board of directors consists of the officers and W. Lee Cotter, F. C. Small, R. M. Schell and August Kallmertein.

H. D. Brasher of the H. D. Brasher Lumber Company has closed a deal for the purchase of considerable timberland and a planing mill at Ackerman, Miss., which is now being organized under the name of the Choctaw Lumber Company. Interested in the company are E. G. Dillow and H. B. Walker, who are connected with the Brasher company, and George W. Luke of Ackerman, who will be local manager of the concern. Extensive plans for development of the property are now being outlined.

R. W. Horton of the W. M. Ritter Lumber Company reports a strong demand for hardwoods with prices advancing every few days. Buying is about equally distributed between retailers and factories. Shipments are coming in better, especially from certain mills. Premiums are offered for immediate shipment.

◀ BALTIMORE ▶

The report of the foreign trade in lumber and logs for Baltimore shows no change from the conditions that have prevailed for some time. The narrowing tendency in the shipments has not yet been arrested, and the volume of business is being reduced more and more, with a prospect that eventually the shipments will be confined to only a few items. One of the striking features of the statement for the month is the complete absence of oak boards, together with oak logs, while the forwardings of white pine, along with poplar, were small. "All other boards" also took a slump, amounting to not more than 6,000 feet, with "all other manufactures of wood" likewise held down to insignificant proportions. The one division that shows a very considerable gain as compared with the same month of last year is spruce, of which wood 752,000 feet was shipped against only 235,000 feet a year ago. Of course, it is generally known that spruce finds use in large quantities for the construction of aeroplanes, so that the demand keeps up regardless of the price. The total declared value of the exports for April was not quite \$2,000 less than for the same month of 1916, but when due allowance is made for the fact that the single item of spruce makes up two-thirds of the entire shipments, it can readily be seen to what extent the war has worked to curtail the foreign business.

Messrs. Nelson C. Brown, John R. Walker, Roger E. Simmons and A. H. Oxholm, the four commissioners named to visit Europe and study lumber trade conditions there with a view of stimulating exports from the United States, especially after the war, are expected to visit Baltimore, though the date of their arrival here has not yet been decided. Harvey M. Dickson, secretary of the National Lumber Exporters' Association, recently had a talk with some of them in Washington, when he was at the capital to attend the railroad rate hearing, and obtained a promise that they would come, probably some time near the end of their itinerary through the United States, and just before their departure for Europe. A program for the formal reception of the visitors will be arranged and members of the trade here will prepare to give them all the assistance they can in the way of information and suggestions.

The Weyerhaeuser Timber Company of Tacoma, Wash., has purchased some fifty acres of the old Quarantine grounds, just outside of the city, on the Anne Arundel side of the Patapsco river, and intends to establish there a large distributing yard for Pacific coast woods. The company regards the conditions as favorable to a far greater business in western woods in the East than has been made heretofore, and after an inspection of various sites in other cities, decided to locate in Baltimore. Extensive stocks will be carried here for shipment to all parts of the country east

of the Mississippi river, and the plan is to bring lumber here by steamer down the Pacific coast and through the Panama canal. The Weyerhaeuser interests, after an investigation of the advantages possessed by the different ports on the Atlantic seaboard, concluded that the facilities for making distribution and for receiving lumber were better here than elsewhere, and were also influenced by the railroad differential enjoyed by Baltimore over the northern ports because it is nearer to the western cities. Work on a dock, on a deeper channel and on various buildings, together with yard equipment, will be commenced as soon as possible. The yard will have direct connection with practically every one of the three trunk lines going out from Baltimore.

John L. Alcock of John L. Alcock & Co. is off on another trip to the Pacific coast to look after some details in connection with contracts for lumber placed there for foreign shipment.

The steamship Jessmore, of the Johnston Line, has been torpedoed, it was learned several days ago. The Jessmore is the fifth vessel of the line destroyed within a few months. In addition to other cargo it had a lot of lumber aboard for the United Kingdom, these vessels having been among the most active lumber carriers going out of Baltimore during the war. The fleet is now reduced to insignificant proportions as far as the Baltimore-Liverpool is concerned.

The Augusta Wood Products Corporation, of 1428 South Penn square, Philadelphia, which purchased a 50,000-acre tract of timber in Augusta county, Virginia, is going ahead rapidly with the development of the tract. It has purchased ten stave and five portable lumber mills, the former having an annual capacity of 12,000,000 staves, besides much lumber and railroad material. An electric lighting plant is to be installed at Deerfield, the center of the operation, where forty dwellings are to be erected, together with a hotel, general store and other structures. A railroad from Hotchkiss, Va., to the timber, a distance of about thirty miles, is being completed.

The Woodson Lumber Company has purchased the plant of A. J. White & Sons, together with 20,000 acres of timberland, the town of Woodson, in Virginia, and a railway, and contemplates increasing the annual capacity of the mills to 20,000,000 feet. The company has lately been incorporated with a capital stock of \$100,000, C. H. Miller, of Fairwood, Va., being secretary-treasurer.

The A. F. Bantro Aerial Navigation Corporation has been formed at Baltimore and has been chartered with a capital stock of \$1,000,000. Adam F. Bantro, L. Emerson Hoffman, and Stonewall Jackson Healy are the incorporators.

The retail lumber yard firm of Clarke & Fritz, at 1126 South Sharp street, Baltimore, has gone into the hands of a receiver. It is said that the firm owes about \$13,000. No statement of assets has yet been made. George H. Clarke, the senior partner, was for years with George F. Sloan & Bro., and afterward with the Sloan Lumber Company. Henry Fritz is his son-in-law.

A. W. Hart of Price & Hart, New York, stopped in Baltimore last week on the way back from Annapolis, where he went to see his son take the examination for the Naval academy.

Edward Barber of the Howard & Barber Lumber Company, Cincinnati, stopped in Baltimore about a week ago on his way from New York, where he had gone to look after some export lumber, with regard to which shipments more or less delay had been experienced.

◀ CINCINNATI ▶

Eight new directors were elected at the annual stockholders' meeting of the Ideal Wheel Company. They are Louis J. Dolle, Alfred T. Giesler, Charles A. Ayres, L. E. Levassor, Anthony Schewel, A. H. Ackerman, F. H. Goosman and H. A. Dutemeyer.

The Perry Lumber Company of Lexington, Ky., was incorporated recently with a capital of \$40,000. Incorporators are B. F. Perry, J. T. Perry and K. N. DeHaven.

Early relief from car shortage difficulties in the South may be expected as the result of the passage last week by Congress of the Esch bill, which gives the Interstate Commerce Commission jurisdiction over the distribution and handling of freight cars, according to F. L. Sanford, a prominent lumberman of Zona, La., on his way home from Washington.

The American Car Service Commission has ordered 13,500 empty cars to be sent to all parts of the South at once, says Mr. Sanford. Many of these cars, which will come principally from the eastern and New England districts, are already on the way. They will be distributed both east and west of the Mississippi river. As soon as each of these cars is loaded, it has been ordered by the car service commission that another empty shall take its place, so that the carriers will provide an automatically continuing supply of rolling stock to this section. Special provision has been made to see that the east and west lines and the smaller railroads which have suffered especially from the scarcity of cars shall get their full share of added equipment now provided.

◀ CLEVELAND ▶

Cleveland building trades are now entirely at peace following the recent settlement between the employers' association and the sheet metal workers and the way is open for the carrying out of plans for a permanent conciliation board, which is designed to avoid practically all labor trouble in the future.

The first creosoted wood block in the Euclid avenue paving improvement was laid May 22 by Harry L. Davis, mayor of Cleveland. Euclid avenue will be paved with wood block from Twenty-second to Fortieth street. This is the first step in the expenditure of \$10,000,000 for street improvements of which the city will issue bonds for \$3,000,000. Contracts have been let for but \$1,000,000 so far.

The quick recuperation of Cleveland's building volume following the recent disastrous lockout is indicated by the fact that building permits issued during May, the first month after the ending of the lockout, were greater than for the same month of 1916, and that the total for the first five months of the present year is greater than for the corresponding period of last year, in spite of the fact that building was practically at a standstill during March and April just past. The figures are: May, 1917, \$3,185,500; May, 1917, \$2,688,080; first five months this year, \$11,773,530; first five months last year, \$10,305,220.

Shortage of bottoms for lumber on the Great Lakes is bothering Cleveland lumber shippers. Several have cargoes at upper lake ports ready to move but are unable to locate tonnage. In answer to this condition vessel men announced June 4 that owing to an increased cost of operation and a shortage of tonnage the lumber rate from the head of the lakes would be advanced from \$4.50 to \$5 per thousand feet for hardwood and the better grades of pine, and to \$6 for poorer grades than No. 3 white pine. Cleveland lumbermen were beforehand this season and had a large number of boats waiting at upper lake ports when the ice went out, getting down their first loads in record time. The second loads are coming in slower, the shipping being largely confined to firms owning their own vessels.

The Elworthy Helwick Company, Williamson building, wholesale builder of homes, announces that it has purchased its entire stock of lumber for the coming year, comprising the output of two mills, presumably somewhere in the South. One mill will turn out framing timber and the other hardwood finishing lumber. The company is one of the largest builders and sellers of complete houses in the country and its policy in buying for future needs at this time bears out the general contention that prices cannot possibly come down for some time to come and are probably bound for new high levels.

Cleveland lumber dealers having hardwoods specified by the government for military cantonnements do not expect to place any bids except in case one of the camps is established in the immediate vicinity of Cleveland. In that case they would expect to furnish certain requirements on account of the facilities they would have for delivery. At the present time they are busy taking care of local manufacturing and building requirements.

A recent fire caused a damage of \$10,000 to the lumber plant of Ditzler & Woods, Willshire, O.

Fred A. Wilson, Columbus, O., has organized a wholesale lumber business at that place.

Mrs. Harry A. Dellenberger and Hazel Dellenberger, wife and daughter of Harry A. Dellenberger, vice-president of the Akron Lumber Company, Akron, O., were instantly killed when an interurban car struck an automobile which Mrs. Dellenberger was driving. Van Dalia Dellenberger, another daughter, was probably fatally injured.

◀ EVANSVILLE ▶

Hugh G. Faith has completed the erection of his new sawmill on the Troy road near Washington, Ind., and the plant is now in operation.

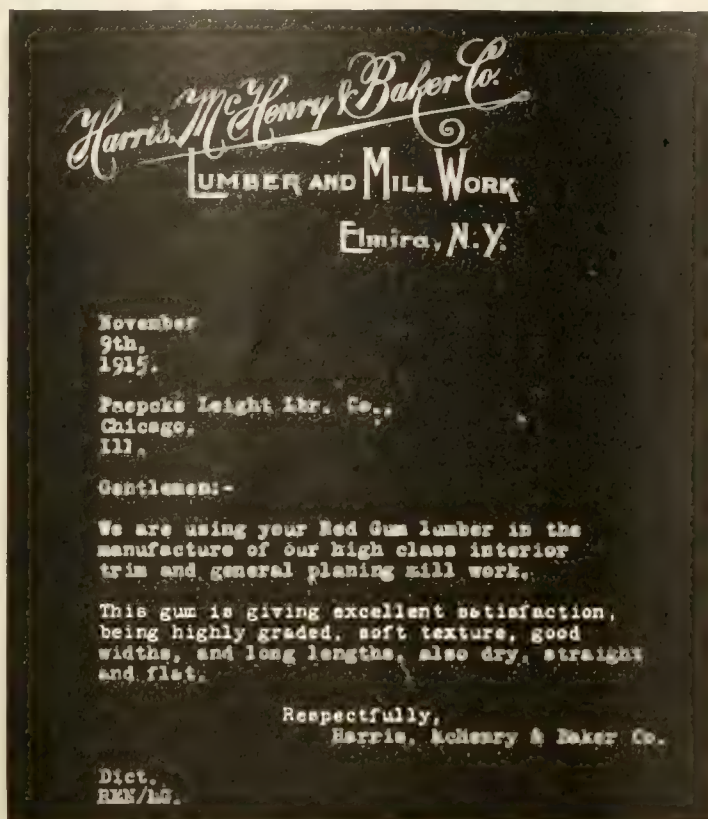
John C. Keller, traffic manager of the Evansville Lumbermen's Club, reports some change for the better in the car shortage situation in Evansville and southwestern Indiana. Lumber manufacturers say they are getting more cars than they secured a month or two ago and that their shipments are delayed less than they were a short time ago. The manufacturers are still suffering some delay in making their shipments, however, due to the labor shortage. One large manufacturing concern in Evansville reports that it found it impossible to get all the laboring men needed. Manufacturers are also complaining over the high price of coal and claim it is hard to make contracts just now. Coal is selling for fifteen and sixteen cents a bushel in the Evansville market, the highest price on record and the coal operators and retail dealers predict that coal will go double this price by next winter. Lane B. Osborne, prosecuting attorney of this (Vanderburg) county, has been collecting data on the coal prices and this matter is to be presented to the grand jury in a short time. It is charged that the coal operators and retail dealers are in a combine to hold up fuel prices in this section.

The employees of the Conrey-Birely table factory at Shelbyville, Ind., have organized a protective association through which they hope to secure food materials, fuel and household necessities at a lower price than is quoted on the local market. Edward Burkher, a member of the Shelbyville city council, is president of the new association.

Daniel A. Wertz of Maley & Wertz, hardwood lumber manufacturers of this city, has been elected a director of the Wisconsin Smoke Consumer Company that was recently organized in Evansville, the purpose of the company being to sell a patent smoke consumer in the state of Wisconsin.

Claude Wertz of Maley & Wertz has returned from a business trip to Cincinnati and Dayton and reports trade conditions there coming along all right.

The tie companies operating in this city have been doing a very nice



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business during the past few weeks. Most of the ties bought by the local companies are cut along Green and Barren rivers in western Kentucky and are brought here in barges.

Evansville is making a hard fight to have the government locate its divisional training camp for the soldiers of Indiana and Kentucky in this city. Among the citizens who are working to have the camps located in Evansville are many lumber and furniture manufacturers.

Charles A. Wolfelin of the Wolfelin-Luhning Lumber Company is interested in a company that expects to build a traction line from Evansville to New Harmony, Ind. The survey of the line has been completed and it is expected that actual construction work will start in a short time. The road will pass through the rich watermelon and cantelope section of southwestern Indiana.

< INDIANAPOLIS >

Indianapolis lumbermen who have organized into a co-operative association to buy lumber to fill the needs of the government in erecting buildings to house troops at Fort Benjamin Harrison, last week contributed \$10,000 to a fund being raised to purchase a site for another training camp to be turned over to the government. The business interests of the city are trying to raise a fund of \$400,000 for this purpose and the contribution of the lumbermen was one of the largest that has been received. Half the amount needed was raised in a few minutes after the campaign was opened.

G. A. Dolen, who operates a yard and mill at Rochester, Ind., has sold out to James Gottschalk of Three Rivers, Mich. The stock has just been invoiced and the deal has been closed. Mr. Gottschalk expects to move to Rochester to assume management of the plant.

A mill owned by Will Ditzler of Bluffton, Ind., and Samuel Woods of Willshire, Ind., located at the latter city, was destroyed by fire recently, entailing a loss of about \$8,000. The property was not insured. A large amount of hardwood lumber stored near the mill was burned.

George L. Maas of the Maas-Neimeyer Lumber Company, who was selected by Indianapolis lumbermen recently to effect an organization of the Indianapolis Lumbermen's Club, has been working on the plans and intends to call a meeting in the near future to urge all lumbermen to affiliate with the organization. The lumber trade has been talking of organizing the club for the last year, but has never been successful in getting all the lumbermen together.

The Jones Lumber Company, Bloomfield, Ind., has dissolved as a corporation.

The J. A. Glanton Furniture Company, Columbus, Ind., has just been incorporated with a capitalization of \$60,000. The company intends to manufacture all kinds of furniture. The directors are James A. Glanton, Clarence C. McCollough and John W. Kelley.

< MEMPHIS >

Lumbermen here are rather secretive about orders being received from government sources for hardwood lumber and timbers. The idea is pretty definitely established that such orders are coming in and that they are in considerable volume, but little, if anything, is said about them. Lumber interests here have been making preparations for some time to take care of the requirements in the way of lumber and timbers for the various departments of the government and they are in excellent position for supplying these. Members of the American Oak Manufacturers' Association were recently provided with specifications for white oak timbers to be used in the construction of wooden ships and some of the other lumber interests here are known to be figuring on government orders of considerable size. Unusual activity is noted in the market and it is this which has, more than anything else, given rise to reports of government buying in considerable volume.

Lumber interests here, including members of the Memphis Builders' Exchange, are anxious to secure one of the army camp sites for the training of soldiers. The Chamber of Commerce, with which the Lumbermen's Club of Memphis, is affiliated, has taken the initiative in this matter and the various business men of Memphis, including the lumbermen, have been assessed, for the raising of the necessary money, on the basis of the benefit they will probably derive from securing this camp. Contractors and other building interests are particularly interested and they are bringing every possible pressure to bear in securing this camp for this city.

The big hardwood mill of Russe & Burgess, Inc., resumed operations this morning after a shut down of some days forced by lack of sufficient logs. The company has plenty of timber ready for loading on its holdings at Isola, Miss., but there are not enough cars to bring in the logs, with the result that operation of the mill is rather intermittent. Some of the other sawmill men here are confronted with similar trouble and altogether the output of hardwood lumber here is still considerably below normal, though rather larger than a fortnight ago.

H. B. Anderson, secretary of the Anderson-Tully Company, is one of the lumber contingent who is making good at the training camp for officers at Fort Oglethorpe, Ga. He is one of the oldest members of the force being trained, but encouraging reports are heard regarding the progress he is making. He is a son of Col. S. B. Anderson.

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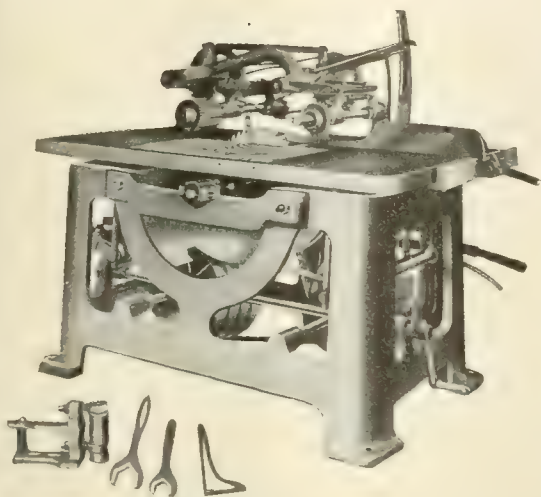
has a positive and powerful feed which handles the heaviest material the sawmill takes just as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

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P. Stenning Coate, who recently bought the interest of the estate of the late George D. Burgess in Russe & Burgess, Inc., has been elected treasurer of that corporation and is getting rapidly broken into the intricacies of the lumber industry. Mr. Oxholm, of the Federal Lumber Trade Commission, said Saturday, during the course of his address, that the most disappointing feature of the lumber industry in this country was the lack of organization. Mr. Coate, on the other hand, says there are more organizations in the lumber industry than in anything with which he was ever associated. He is busy learning the names and functions of those with which Russe & Burgess, Inc., are connected as members.

The Price Veneer & Lumber Company has been granted a charter under the laws of Mississippi. The capital stock is \$20,000 and headquarters are at Columbia. F. V. B. Price, V. F. Price and others are the incorporators.

Hubbard & Henning, who are rapidly completing removal of the timber from a tract of 238 acres of hardwood lands at Friendship, Tenn., which they bought some time ago at approximately \$100 per acre, will sell this at auction June 18 to buyers who wish to engage in farming, stock raising or other pursuits.

← LOUISVILLE →

News was received in Louisville last week by the C. C. Mengel & Bro. Company of the sinking of the company's large sailing vessel, *The Dirigo*, off the coast of Plymouth, England, by a German U-boat on May 31. The crew of thirty-one men, with the exception of Third Mate Ray, was landed in safety at Plymouth. Ray was drowned while endeavoring to get into a small boat. The German submarine, on sighting the big four-masted lumber hooker, starting shelling her, and the crew took to the boats when the third shell landed solid. Bombs were placed in the hold, and the vessel totally destroyed. The Mengel company had been using the vessel as a mahogany log handler, bringing in logs from West Africa and South America to Pensacola, Fla., but during the past few months had been using her as a blockade runner. When sunk she was carrying a heavy cargo of steel and oil to Havre, France, and from that port was to have gone to West Africa for a cargo of logs. The vessel was insured for \$225,000, this figure not being her true worth under the rapid advance in the price of freighters. The cargo was valued at \$500,000.

The Churchill-Milton Lumber Company has met many delays in starting its new mill at Greenwood, Miss., and the time for getting up operating steam has been delayed so often that it is now about two months behind the proposed schedule. However, Smith Milton states that it will be running by June 15, and will represent a most thorough hardwood, double band mill.

Much damage was done in Kentucky and vicinity in recent cyclones which swept through the district. At North Vernon, Ind., the North Vernon Lumber Company had its plant partially unroofed, and damage done to several buildings. The A. B. Smith Lumber Company, Paducah, had two of its country mills badly damaged, but its big plant at Bondurant escaped. J. V. Stinson, operating hardwood mills at Owensboro, Ky., Huntingburg, Ind., and elsewhere, was in Owensboro when advised that his mill at McKenzie, Tenn., had been destroyed at a loss of approximately \$20,000. Various other mill property suffered.

A number of the Louisville hardwood men have been taking an active part in the campaign to sell liberty loan bonds in Louisville. John Churchill and Tom Fullenlove of the Churchill-Milton Lumber Company, are among the leaders, Mr. Churchill being a colonel and Mr. Fullenlove a captain. Preston Joyes of W. P. Brown & Sons Lumber Company, A. E. Norman, Sr., of the Norman Lumber Company, and Edward L. Davis of the Edward L. Davis Lumber Company are among the leading workers in the campaign.

At a lively meeting of the Louisville Hardwood Club, held on Tuesday, May 29, a resolution was adopted under which members who in the future fail to be represented will be forced to pay a little fine of \$5 into the club treasury. Several years ago when the club was organized a \$10 fine was scheduled, but was later taken off on objection of the regular absentees. Edward L. Davis of the Edward L. Davis Lumber Company, one of the original charter members of the organization, jumped on the members for failing to attend the meetings regularly, proposing that either a fine be imposed on absent organizations or fewer meetings be held each month. Mr. Davis spoke at some length on the founding and long life of the club, and stated that never before in its history were business and national conditions in shape where the club needed each man's ideas as much as at the present time. The result was that the members decided to continue the weekly meetings, and to plaster a fine on all absent members, the rule going into effect at the first June meeting. Mr. Davis also recommended that the meetings be given over more to business, and less to outside interests, such as baseball, politics, "hoss" racing, golf, etc. These matters are good material for discussion during the dinner, when shop talk should be forgotten, but when the business meetings are called all outside matters should be forgotten.

Several interesting subjects were discussed, principal of which was the liberty loan problem. Several speakers voiced their views on this subject, the gist of the talks being to the effect that the lumbermen thought favorably of the loan, felt that it would draw a lot of dead money into circulation on the part of small investors, and while it might cut down bank deposits for a time no bad effect is expected from such source. It was

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Feeds, Carriages, Live Rolls, Steam Jump Saws, Trips,
Edgers, Trimmers, Slashers, Concave Rolls, Conveyor
Drives, Circular Cut-Off Machines, Swing Saws, Drag
Saw Machines, Steam Dogs, Steam Splitters, Lath Ma-
chinery, Vertical Automatic Engines, etc.

stated that the banks have been long on deposits for some time, and have had trouble in keeping their resources working. Money drawn out for buying bonds will be placed in circulation again by the government, and the lumber trade will undoubtedly feel its effect in the increased demand for shipbuilding timber and general government supplies.

The Kentucky Wagon Manufacturing Company, one of the largest local consumers of hardwoods, has been making a number of changes recently. The company has filed amended articles of incorporation under which it is permissible to manufacture automobiles, a line that has been made by the company for several months for the Dixie Motor Car Company, a subsidiary organization. It also arranged its debt limit not to exceed the total paid in capital stock at any time. Several changes have been made in the management, W. I. Shaw, sales manager, having resigned, and been succeeded by S. K. Miller, who has been with the sales department for two years or more. W. B. Beckman has been promoted to the position of assistant general manager under R. V. Board, president and general manager. Mr. Beckman has had charge of the purchasing and traffic departments of the big company, which occupies several acres of ground with its sawmill, shops, etc.

In an effort to prevent the enforcement of the order of the Interstate Commerce Commission in the case of the Paducah Cooperage Company, four of the Southern lines; namely, the Iron Mountain, Rock Island, La. & Ark. R. R. Co., and the St. L., S. W. have filed suit in the federal court seeking to enjoin the commission from enforcing the order which was to have become effective June 15, 1917. The contention of the Paducah people was that the rates on lumber and lumber products to Paducah, Ky., were from 2 to 6 cents a hundred pounds higher than to Cairo, Ill., from points in Arkansas and Louisiana, whereas the rates should be on a parity. The commission upheld this contention. The carriers allege that the commission has no power to amend the rate, and cite twenty-six instances where errors were made in taking proof.

Amended articles of incorporation have been filed by the Inman Veneer & Panel Company of Louisville, increasing the capital stock of the corporation from \$150,000 to \$250,000 and increasing the debt limit to \$100,000. The company is now building a fine new plant in the western section of Louisville, and will soon be ready to operate. The amendment was signed by Harry C. Inman, E. E. Sutton, Charles W. Inman, and other stockholders representing more than two-thirds of the issued stock. The Inman Furniture Company, controlled by the same interests, has also filed an amendment placing its capital at \$25,000.

The slump in building this spring can be seen from a glance at the report of the city for May, 1917, as compared with May, 1916. In May of last year a total of 221 permits were issued for building to cost \$342,620, as compared with 145 permits for \$136,310 in May, 1917. Heavy losses have been shown locally all season, but out in the state the showing has been much better. However, a good proportion of the building that is being done is of frame construction.

Amended articles of incorporation have been filed by the Ohio Valley Tie Company, in which the capital stock of the corporation is decreased from \$150,000 of common to \$100,000, while the outstanding preferred remains at \$50,000. The amendment was signed by C. P. Bush and others. The company is one of the oldest and best known tie concerns in the state.

The Harlan-Knox Coal & Lumber Company, Pineville, Ky., has filed articles of incorporation listing a capital of \$20,000.

C. M. Sears of the Edward L. Davis Lumber Company is back on the job after spending some time in the South on a lumber buying trip, and later in the East where he called on consumers.

W. A. McLean, head of the Wood-Mosaic Company, New Albany and Highland Park, is back from a trip to the East and North. The company's Highland Park mill has been getting in a number of logs within the past week, but is cutting them up at a rapid pace.

WISCONSIN

The Schmidt & Story Wagon Company, West Bend, recently sent four giant wagon wheels, weighing 2,200 pounds in all, to the copper mines at Butte, Mont. The hubs were 14x16 inches, the spokes 4 inches thick, and the rim 2½x5 inches. The front wheels had tires ¾x5 inches, and the rear wheel had double tires, ¾x5 and 1¼x5 inches, respectively.

The Joerns Brothers Manufacturing Company, Sheboygan and Stevens Point, and the Coye Furniture Company, Stevens Point, have been combined. The capital stock of the Coye Furniture Company was increased from \$125,000 to \$275,000, of which \$100,000 will be 5 per cent preferred stock and \$175,000 common stock. The Joerns company will turn in its plant at the value determined at inventory and will take stock of the other corporation as compensation. The change in manner of conducting the business will bring about the doubling of capacity. The Joerns interests will be centered in Stevens Point.

The fireproof construction of the boiler room of the Rib Lake Lumber Company, Rib Lake, recently saved the structure from destruction when fuel near the fire-box opening caught fire in the absence of the engineer.

Labor difficulties at the plant of the Hardwood Products Company, Neenah, were recently settled and nearly all of the strikers returned to work. Wage increases were granted. About 250 men and women ignored the whistle for about a week.

H. L. Mumm of Wausau has secured an option on the water power, the

electric plant, and the mill at Gresham, Wis. The mill will be remodeled and adapted to the manufacture of clothes bars and wooden novelties.

The B. Heinemann Lumber Company, Wausau, estimates that its loss from fire during the recent forest flames amounts to about \$12,000. Nearly 500,000 feet of logs, pulpwood and bark were consumed. In the same fire the Underwood Veneer Company lost a large amount of logs.

The Langlade Lumber Company, Wausau, believes in community gardening. It has turned forty acres of cut-over land over to its sixty employees and business of sowing and hoeing is now in order.

The Wausau Manufacturing Company, recently organized, will not only have the distinction of manufacturing the smallest product made in Wausau—toothpicks—but will also exist as the only toothpick plant in Wisconsin. Both birch and maple logs will be used in the manufacture of the picks, all of which are to be of one grade. The demand for toothpicks is good, and as soon as business warrants the plant will be devoted to other lines as well.

The new sawmill of the Wisconsin Box Company, Wausau, was recently completed and put in operation under 225-horsepower. The logs are being shipped by rail from a point near Rhinelander. The mill will be in charge of G. K. Gooding.

L. G. Lyons, former manager of the Forestville branch of the Fuller-Goodman Lumber Company, recently left with his family for Greenleaf, Wis., where he will take charge of the company's offices.

Herman Anderson has been appointed superintendent of the Kneeland-McLurg Lumber Company's mill plant at Phillips, Wis., to succeed B. W. Sperry.

The New Dells Lumber Company, Eau Claire, recently announced a voluntary increase in the pay of its employees—a 25-cents-a-day boost for all day labor and \$6.50 a month for monthly labor. The order affects about 180 people and means an added payroll of \$800.

Ice floes in Lake Superior a short time ago held up floats of logs to such a degree as to impair the progress of mills in several cities. Both the Stearns mill and the Sprague mill, in Washburn, were seriously handicapped for a short time.

The Menominee White Cedar Company, Marinette, through recent purchases of land, has brought its property site up to five acres in extent.

Adolph Hemp has purchased the Stevens planing mill in Neillsville and is preparing to overhaul it and put it in good shape for every kind of fine work.

The plant of the Acme Pattern Company, West Allis, will soon be completed and the concern will be in a position to commence operations for the production of wooden and metal patterns.

The Charles Fish Lumber Company in Antigo has prepared plans for the erection of a one-story power house in that city.

Dispatches from all parts of northern Wisconsin near the zone of the forest fires reported that "fires raged," and to judge from the damage in various sections and the strenuous efforts made to squelch the flames they were easily as terrible as the descriptions portrayed them. The big sawmill of the Rust-Owen Lumber Company at Drummond, Bayfield county, was closed to permit the 400 employees to go out in combat against the flames.

The Albrecht Manufacturing Company, operating a lumber yard and planing mill in Kewaunee will soon make extensive improvements in and about its plant. A fine new boiler room and smokestack will be erected.

The Home Company of Clintonville will erect ten frame houses in that city to begin the improvement of conditions representing the general home scarcity about the state.

The Hurd-Nott Lumber Company, Merrill, has been incorporated under the laws of Wisconsin by H. M. Hurd, F. L. Nott, and R. C. Ballstadt.

The first logs of the Flambeau River Lumber Company drive recently arrived. Because of a dry season the river had been the lowest in history, and the drive is proceeding very slowly.

The sawmill of the Stevens Lumber Company, Rhinelander, was recently destroyed by a fire of unknown origin, which consumed the entire mill, with a loss about \$75,000. Insurance carried was \$40,000.

The Hardwood Market

< CHICAGO >

Chicago is too busy getting ready for the big affair next week—the National meeting—to bother unduly over boresome business details, but in spite of this handicap the local men are keeping the carriers pretty busy trying to move the lumber they sell. Box stuff is still way in the front and going stronger every day. There is still no room to look for more strength in the stuff going to the finish factories, though the furniture people are showing more desire for stock than it had been expected they would continue to show. It is hard to name the market today, as it reflects the influences of many orders taken under protest, but the advances are rapid and in some cases sensational. What business falls off will have to show a much more rapid decline than at present to keep ahead of the gains in other, and in many cases new, directions.

DRY STOCK FOR PROMPT SHIPMENT

BIRCH

175 M 1" FAS
110 M 1" No. 1 Com.
110 M 1" No. 2 Com.
50 M 1 1/4" FAS
50 M 1 1/2" FAS
70 M 2" No. 1 C. & Btr.
40 M 2 1/2" No. 1 C. & Btr.

RED GUM

50 M 1 1/4" No. 1 Com.
20 M 2" FAS
50 M FAS Qrt'd
25 M 2" No. 1 Com. Qtd
12 M 2" No. 1 C. & Btr. Fig.
MAPLE
20 M 2" Hard Bending

BROWN LAND & LUMBER CO.

MILLS { Rhinelander and Parish, Wis.,
 { Helena, Arkansas.

Rhinelander, Wis.

L-B QUALITY

—Kraetzer Cured—

GUM LUMBER OAK LUMBER OAK FLOORING

(The Famous Forked-Leaf Brand)

Southern Yellow Pine Unexcelled for Crating.

We have 115,000,000 feet in pile.

Accurately Manufactured, Carefully Graded, Priced Right

Long-Bell Lumber Company

R. A. Long Building

Kansas City, Mo.

The following stock is in excellent condition, ready for immediate shipment

4/4 No. 3 Elm & Ash.....	24,000
5/4 No. 3 Elm & Ash.....	35,000
6/4 No. 3 Elm & Ash.....	74,000
8/4 No. 3 Elm & Ash.....	3,000
4/4 No. 1 & Btr. Birch.....	51,000
4/4 No. 2 Birch	250,000
4/4 No. 3 Birch	202,000
5/4 No. 3 Birch	28,000
4/4 No. 3 Basswood	25,000
6/4 No. 3 Birch	8,000
4/4 No. 3 Maple	1,000,000
5/4 No. 3 Maple	387,000

Ideal
Hardwood
Sawmill



Are putting in pile every month
two and one-half million feet of
choicest Northern Michigan Hardwoods

Stack Lumber Company

Masonville, Michigan

Plain & Qtd. Red & White OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE **(MR)** RIGHT
OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

◀ BUFFALO ▶

The hardwood trade shows a fair degree of activity, though buyers are not as much interested as usual at this season. Some decline has occurred in the building trade this year, permits in most of the large cities of this section, including Buffalo and Rochester, showing a rather big falling off in May. An absence in speculative building is noticeable and money is not going into this line in any large amount. The furniture trade is not as active as it was a number of weeks ago. Business is good in the general factory line and the tendency of prices is strong.

Most all the hardwoods are participating to a fair extent in the buying. Plain oak is said to show some improvement and in most grades is on a higher level. Maple continues actively in demand and stocks are not accumulating. Other woods which are selling steadily are ash, birch, poplar and cypress. The car situation at the southern mills shows but little improvement and it is a difficult matter to get any definite promise of prompt delivery.

Wholesalers are hopeful that business is going to show good activity during this summer and it is evident that prices are to be strong. They are advised from the mills that stocks are short and will be for a long time and that the labor problem is serious and promises to become more so. Besides this, the shortage in cars appears to be increasing. With any sort of demand it is likely that prices will be on an abnormally high level.

◀ PITTSBURGH ▶

All reports show that shipments of gum and cottonwood and other hardwoods from the Southwest are going to be very tight this summer. Many mills there have had to shut down because they could not get cars for logging. Embargoes on many railroads are also causing renewed trouble. West Virginia stocks are hard to get and labor is very scarce at all hardwood mills. Purchasing agents are therefore buying two or three cars of hardwood in order to be sure of getting one. Prices are going up steadily. Railroads are taking considerable oak as well as bridge and car lumber. Yard trade is spotted and unsatisfactory.

◀ BOSTON ▶

The New England market is receiving fair amounts of hardwood but the demand is so insistent that values are steadily rising. The departure from conditions formerly prevailing has gone so far that business here has become a matter of opportunity. There is comparatively little representation of stocks available and the large number of inquiries coming in are quoted and closed according to what ready stock can be found and on the basis of price current at the time. There is a general belief that material not essential to the war industries will soon be crowded off the transportation lines in a large degree and a corresponding demand will arise for stock contributing to military usage which is already required in largely increased amounts although principally for general manufacture and construction. The necessity for adjustment to the resulting situation will no doubt come suddenly and while it may adversely affect some of the cabinet woods, the whole tendency will be toward activity and stimulation. There is considerable speculation as to how far non-war industries can go in economical operation under the present and prospective conditions but as no signs of restoration action are yet in view, the dealers are more largely absorbed in filling what gaps they can with present facilities than in apprehension or planning of policies. Thick maple and walnut are the most prominent examples of what may well be termed unreasonably high values. Plain oak has advanced more in the last few weeks than it would have in as many years at any previous period. Hickory is continually rising in price and chestnut and cherry, though needed almost wholly for furniture, have shared the radical increases to some extent. In fact, quotations all along the line have reached what many feel is an inflated and unstable state likely to force much of the consuming trade to extreme action along some line for their own protection.

◀ BALTIMORE ▶

There are no important changes in the hardwood situation here. The chief trouble of the manufacturers and dealers continues to be with the shipments, the number of cars furnished by the railroads being totally inadequate, and even when the cars are loaded, their conveyance to destinations is attended with great delays, so that neither the shipper nor the receiver is ever sure whether or not the wants that develop will be met. The quotations are still going up, and there appears to be no real limit to the market. The one question to which an answer is demanded is whether the seller is in a position to make delivery and whether shipments will be allowed to get through. Most of the hardwood men here have drawn on their stocks in recent months to such an extent that their selections are greatly depleted. A few were fortunate enough to sense the present situation in advance and to make provision accordingly, and these dealers carry exceptionally large assortments. But as against one of these men there are half a dozen others who really stand in need of additions to their supplies, and who are greatly inconvenienced by the prevailing state of things. Some relief has been accorded recently by the raising of certain embargoes on the eastern

roads, especially in New England, and this has been taken advantage of to rush a number of cars of lumber. But in other sections the impediments in the way of a distribution persist, and the users of hardwoods are at times embarrassed. Prices continue on the rise, and no difficulty whatever is experienced by the sellers in getting the figures asked, as long as they are not wholly prohibitive. The mills are hampered by scarcity of labor, which is giving rise to increasingly serious conditions. Even the plants that are willing to pay the rates of wages demanded find it very hard to get workers in adequate numbers, and many of the mills fall more or less below their normal capacity, while the inquiry for stocks is rather on the increase. The hardwood man with ample stocks to draw upon and in a position to make shipment stands to make money, for the prevailing quotations are far beyond anything ever before experienced in the trade. Hesitancy in the matter of giving an order for a lot of lumber is very apt to be followed by a further marking up of the quotations, and no one is willing to predict that the top limit has been reached.

◀ COLUMBUS ▶

The hardwood market in Ohio territory has been firm during the past fortnight. Prices have advanced. Buying on the part of retailers and factories is good. The volume of trade is about equally distributed between the two with all purchasers requesting immediate shipment if possible. Prospects are rather bright.

Retailers are showing a disposition to increase stocks in view of expected shortage when the government enters the market. As a result, dealers are placing orders both for immediate and deferred shipment. Dealers' stocks are ample for the present, especially in view of curtailed building operations. Rural dealers are the best customers at this time.

Factories making boxes and furniture are buying liberally and the same is true of implement and vehicle concerns. Automobile factories are buying rather actively also. The car shortage is holding up shipments to a large degree and considerable inconvenience has resulted. During the past few days there has been an improvement in the car supply but this is believed will be only temporary. Many carloads are at the mills, awaiting shipment to northern markets. Collections are fairly good, as money is plentiful.

Plain and quartered oak is in good demand. Poplar is strong and prices are advancing. Chestnut is one of the strongest points in the trade. Ash, basswood and other hardwoods rule firm and scarce.

◀ CINCINNATI ▶

While some branches of the lumber market may have suffered rather keenly in the past couple weeks in this section, the hardwood trade here seems to have been benefited through the requirements of war. Revival of talk regarding a return to river lumber shipping to offset the depressed condition created by the car shortage and embargoes has helped somewhat, Cincinnati lumbermen believing that steady even though slow river shipments even if no further north than Cairo or St. Louis will materially benefit this market. The greatest trouble here is the uncertainty of shipments—speed no longer is a factor, the lumberman long ago becoming resigned to the fact that it was useless to attempt to hurry delivery under present conditions. But they believe that with river navigation, a steady stream of lumber from the South would result. The entire hardwood list has moved pretty steadily during the past two weeks. The implement manufacturers are ordering more liberally indicating the increase in their business due to the farming movement. Implement dealers here say that folks who never saw a plow or harrow before are buying them to work their suburban lots, which of course results in many repeat and larger orders from the manufacturer by the retailer and wholesaler. The call from the furniture factories picked up the last week or ten days, this constituting one of the most agreeable features to the local market. The furniture industry was considerably off a few weeks back, but judging from the quartered oak, gum, birch and walnut orders put through recently there need be no future worry from this end of the lumber business. Higher grade items are getting the heaviest call and prices do not seem to cut much figure. When the lumber is obtainable and shipments anyways near prompt, the buyer seems willing to pay any reasonable figure demanded. Quartered oak probably is moving the best of all the hardwoods, the furniture concerns being a great factor in its movement. Cottonwood is moving in much better volume and more steady than a while back, probably reviving to a greater extent than any other item which had been moving slowly. The scarcity of labor, the high prices of all building material and the ever uncertainty as to the future in war time has put a rather serious crimp in the building industry here, but where the lumber trade loses in this direction it is making up from other consuming industries such as implement, furniture, auto, etc. While the higher grades seem to have the best call, there is a heavy demand and steady increase, for the lower grades of gum and other woods from the box manufacturers. The box people, it seems, are fairly swamped with orders for all kinds of boxes and crating—war orders playing a big part in this business. The interior finishers in the building industry, while feeling the effects of the decline in building operations, nevertheless, are doing a fair amount of business right now, their demand for birch, maple and other interior trim woods being



Payson Smith Lumber Co
MINNEAPOLIS, MINN.

FOR QUICK SHIPMENT

Northern Stock

BIRCH

3 cars..1" Com. & Bet. Red
2 cars.....1" No. 2 Com.
6 cars,
1 1/2" No. 1 Com. & Bet.

8 cars.....1 1/2" No. 3 Com. & Bet.
3 cars.....2" No. 2 & Bet.

SOFT ELM

1 car.....1 1/2" No. 2 & Bet.
1 car.....1 1/2" No. 3 Com.

HARD MAPLE

2 cars.....1" No. 2 & Bet.
2 cars.....1" No. 3 Com.
3 cars.....2" No. 2 & Bet.

Southern Stock

RED OAK

2 cars.....3/4 Com. & Bet. Plain
1 car.....4/4 No. 2 & Bet. Plain

WHITE OAK

1 car.....2" No. 2 & Bet. Plain

Payson Smith Lumber Co.

MINNEAPOLIS, MINN.

CHICAGO OFFICE
1665 Old Colony Bldg. J. C. Moffat, Rep.

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Henry Clay Hotel. P. M. Youngblood, Rep.

Prices Right
Stocks Better
Service Best



BEAUTIFUL
WE MEAN THE OAK NOT THE MAN
PAYSON-SMITH LBR.-CO.
MINNEAPOLIS, MINN.

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience
IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

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Oak Maple Chestnut

Manufacturers and Dealers

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HARDWOODS

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MANUFACTURERS

Oak Mouldings, Casing, Base and Interior
Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and CUM LUMBER

Can furnish anything in Oak, air dried
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MIXED ORDERS OUR SPECIALTY

Lidgerwood Portable Skidders and Loaders



Ground & Overhead Systems

We build various sizes and types of these machines
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Originators of Ground and Overhead Steam Logging Machinery

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quite heavy, but this call is not expected to be sustained for any length of time. Cottonwood boxboards are having a fair call, with prices well maintained. Oak flooring is quite a market feature, while ash, hickory and elm are in good demand.

< CLEVELAND >

Increased prices in several lines indicate the strength of the hardwood market in Cleveland, and judging from constantly increasing demand and difficulties in getting shipments, still higher prices are to be expected in the future.

Oak flooring, which has been much in demand in this market for some time past and equally hard to get, has increased \$1 over former figures. No. 1 oak flooring is especially scarce. The hemlock market has also responded with a \$2 rise. Shingles and lath, which have been consistently strong for some time have shown some weakness in the past ten days. A decrease of 15 cents is reported for red cedar shingles, following rumors of the release of a large supply from the Northwest.

Dwelling building of all kinds is active following the plea of the Chamber of Commerce committee for increased housing facilities to keep up with the growth of the city. Lumber shippers who were relieved temporarily by the opening of lake traffic have been placed at an additional disadvantage by an increase in water rates from the head of lake from \$4.50 to \$5 per thousand.

< INDIANAPOLIS >

The hardwood trade has been brisk during the last two weeks and the trade announces it has about all the business it can handle as a result of car shortage conditions. Although there has been a falling off in demand from the building trades, the call from consuming plants continues strong.

Many reports indicate that logs are not so plentiful as usual, due to the very unfavorable weather conditions. Indiana roads are in the worst condition they have been in for years because government regulation over railroad rolling stock has made it practically impossible to procure gravel and crushed stone. Incessant rains have caused wash-outs in highways, leaving the roads in many parts of the state in practically an impassable condition.

A strong call exists for plain and quartered white oak. Gum, ash and hickory are strong and an improved demand for walnut is reported. Farm implement manufacturers, anticipating a heavy demand for their products next year, are stocking up on hardwoods. The same applies to vehicle manufacturers. A part of the prevailing demand is the outgrowth of the desire of manufacturers to build up surplus stocks.

The demand for hardwood for building purposes took a slump last month, May building statistics showing the value of operations for the month was \$219,832 below the values of the corresponding period of last year. The value of building operations for the month was \$640,198, compared with \$860,030 for May, 1916.

< EVANSVILLE >

Trade in southwestern Indiana has been very good for the past several weeks. May brought in a larger volume of business than May, 1916, and June has started in fine. Manufacturers are not looking for a boom year, but believe that trade will move right ahead and that people are not going to let the war interfere with business. Most of the large uptown mills in Evansville are being operated on time and manufacturers in some instances report they are short on crews. Collections are fairly good. Logs are still scarce and will probably remain so for some time to come, as men in the southern states who are engaged from time to time in getting out logs are now busy planting and working their crops. Log prices are high. General trade conditions are good and most of the large wood consuming factories here continue to run on full time and in some instances are being operated overtime.

Gum remains in strong demand and it is expected will continue in brisk demand all summer because furniture manufacturers have plenty of work in sight and are using a great deal of gum. Plain white oak has been in strong demand for several months and quartered white oak is also moving along all right. Ash is strong and elm and maple are in good demand. Walnut is stronger than it has been for some time. Several of the local manufacturers have been selling a good deal of quartered sycamore lately. Beech is in strong demand with a good many sales. Building operations are lagging, but in the opinion of contractors and architects there will be a good deal of building in this section later on. Hard rains during the last week in May delayed this work to some extent. Sash and door men, planing mill owners and yellow pine dealers say they are going right ahead in spite of the war. They are doing a fair business and see nothing in trade conditions just now to discourage them. Farmers in this section are planting the largest crops on record.

< MEMPHIS >

There is a rather large outbound movement of hardwood lumber at present as a result of the increase in the number of cars available for handling this. This means that deliveries long overdue are being rushed forward as rapidly as possible and that some equipment is available for the handling of new business. There is still a decided shortage of equip-

ment compared with the normal requirements of the manufacturers and distributors of lumber and normal deliveries are therefore impossible. But the improvement in the situation, even though modest, is resulting in a greater volume of business than for some time and is helping lumbermen out through relieving the congestion that has prevailed for so long on their yards.

Demand is quite as heavy as it has been during the past few weeks and prices are, if anything, even firmer and, in some instances, substantially higher. This is notably true of the higher grades of quartered red and white oak. Some manufacturers report that they have raised their prices quite substantially recently and that they are getting the higher prices without difficulty. Somewhat higher quotations, too, are being sent out on firsts and seconds plain oak. As for the lower grades, demand for these is excellent and the movement is quite substantial at somewhat increased rates. The situation in gum shows no appreciable change. Demand is good, prices are firm and the volume of business is just as large as offerings and the transportation situation will allow. The lower grades of gum are moving freely into the hands of box manufacturers and the same is true of the lower grades of cottonwood. Both are commanding the highest prices ever known and yet record prices are not having any appreciable effect on the amount of business being done. The box people are overwhelmed with orders at good prices and they are taking all the cottonwood and gum they are able to find, especially in dry stock. Ash is a good seller in all grades while a seasonable movement is noted in the case of cypress, hickory and elm.

There is still quite a shortage of production as compared with normal and this fact, coupled with the large amount of lumber already sold but still awaiting delivery, leads to the belief on the part of hardwood interests that still higher prices are on the cards for the near future. In any event there is no disposition on the part of owners of hardwood lumber to press sales or to accept anything below ruling quotations. On the contrary, there is a strong tendency in some quarters to withdraw offerings from the market for prices which are expected to be practicable in the very near future. The position of owners is one of unusual independence because of the known demand and because of the shortage of hardwood lumber recognized on all sides.

◀ LOUISVILLE ▶

The 1917 spring season has proven the greatest era of prosperity ever known in local hardwood circles, and with the exception of car shortage, embargoes and shortage of labor and fuel, everything has been in satisfactory condition. The market has been strong and steadily advancing, the demand for all grades of hardwoods unprecedented, and selling has been done on a far lower cost than usual. Production has been large, but at that has not been quite equal to the demand, with the result that odds and ends have been cleaned up, and everything has been selling from prime first and seconds to No. 3 common. During the past month the demand from the building and furniture trades has slumped somewhat, but truck and wagon manufacturers, shipbuilders, and the government have entered the market stronger than ever. There is a tremendous demand for thick stocks of nearly all grades, most important being oak, elm, ash, hickory and gum. Poplar, cottonwood and cypress have all been active, and pine has been selling well considering the slump in building activity. In the fancy woods, such as mahogany, walnut, maple and birch, the demand has been exceedingly good, even No. 3 walnut selling readily. Mahogany manufacturers have been behind on deliveries for some time, and a good deal of plant enlarging has been under way in order to increase manufacturing capacity. The veneer manufacturers are still busy on old orders and a sprinkling of new ones, but the demand for veneers has fallen off slightly with the checking of furniture activity. Collections have been a little slow due to slow deliveries and long delay in getting cars to move the stock. Local dealers are opposed to handling much future order business under existing conditions, feeling that with the market steadily advancing, and the demand equal to production, there is no need to sell stock before it is cut.

◀ MILWAUKEE ▶

Hardwood men throughout Wisconsin can not help but feel optimistic, for outside of difficulties experienced in getting sufficient quantities of raw materials to feed the woodworking machines, there is no trouble, for orders somehow seem to take care of themselves.

The furniture and interior finish lines are in big demand and industrial plants producing the finished product are busy to the very doors. Lumber interests, however, report that in the building line, business is comparatively dull. It is true that during one week building permits fell below those of 1916 for the corresponding period, but according to leaders in the lumber limelight that fact tells no authentic story regarding the lumber situation, for during the week ending June 2 Milwaukee building permits greatly outstripped those of the same week in 1916, and official reports comparing building activities of May, this year, and May, last year, disprove any arguments purporting to signify a definite falling off of building operations.

Industrial plants in woodworking activity are prosperous and are sharing with their employes in voluntary bonuses from time to time. Orders continue to come, and the hardwood market is booming. No definite features are noticeable except an increased demand for walnut.

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 2½" No. 1 Common Poplar; 1 car 5-4 FAS Plain Red Oak, dry, and 2 cars 6-4 FAS Plain Red Oak, dry.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

Mutual Fire Insurance

**Best Indemnity at Lowest Net Cost
Can Be Obtained From**

- The Lumber Mutual Fire Insurance Company, Boston, Mass.
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- The Pennsylvania Lumbermen's Mutual Fire Insurance Company, Philadelphia, Pa.
- The Indiana Lumbermen's Mutual Insurance Company, Indianapolis, Ind.
- The Central Manufacturers' Mutual Insurance Company, Van Wert, Ohio

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

**High Grade
Northern and Southern
Hardwoods and Mahogany**

Specialties
OAK, MAPLE, CYPRESS, POPLAR
Milwaukee, Wisconsin

CLASSIFIED ADVERTISEMENTS

Advertisements will be inserted in this section at the following rates:

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYMENT WANTED

MANUFACTURERS-WHOLESALEERS-EMPLOYERS

When you want good Salesmen, write the Empire State Association of Lumber, Sash & Door Salesmen, J. H. RUMBOLD, Sec'y, North Tonawanda, N. Y.

LOGS WANTED

WANTED CHERRY LOGS AND LUMBER

WARREN ROSS LUMBER CO., Jamestown, N. Y.

WANTED—BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

HARDWOOD AND PINE STUMPAGE IN SOUTH CAROLINA

The stumpage on 3,200 acres, 20 million feet, easy logging, 5 miles from railroad, Marlboro County, 6,700M ft. Sweet Gum, 3,500M ft. Yellow Pine, 3,200M ft. Oak, 1 million ft. Ash, balance other hardwoods. D. E. LAUDERBURN, 158 Fifth Ave., New York.

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

3,500 ACRES IN PENNSYLVANIA

In Bedford and Huntingdon Counties, estimated to contain 20 million feet Oak, Chestnut, Pine, Locust, Poplar, Maple, 2 mile haul downhill to railroad, 15 miles from market for all small timber as mine props and ties. D. E. LAUDERBURN, 158 Fifth Ave., New York.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,
Forest Engineer,

East Tennessee Bank Bldg.,
Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,
Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. LAUDERBURN, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

OAK, BEECH AND MAPLE WANTED

8/4 plain Oak, Beech and Maple; No. 1 common or log run grades of Beech and Maple, and No. 1 common and sound wormy grades of plain Oak; preferably 8 months or over on sticks; f. o. b. cars Cincinnati. THE JOHN T. TOWSLEY MFG. CO., 1037 Berlin St., Cincinnati, O.

WE ARE IN THE MARKET

for 4/4 1s & 2s and 4/4 Select Cypress. THE WALNUT LUMBER CO., Indianapolis, Ind.

PLAIN WHITE OAK

Highland Timber—First-Class

2x2x40

2x4 1/2 x44

1x1 1/4 x18 to 56 softwood crating strips.
WISCONSIN CABINET & PANEL CO.,
New London, Wis.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

WANTED

White Oak timbers, also all grades of White and Red Oak, Poplar, Chestnut, etc. Send us your stock list and prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED FOR CASH

1 1/2, 2 & 2 1/2" Hickory, green or dry, in grades of FAS, #1 & #2 Common.

JOHN I. SHAFER HARDWOOD CO.,
South Bend, Ind.

WANTED BLACK WALNUT

1" thick, 8" & over wide, 6' and over long, 1st & 2ds. Also choice selects. Will buy for cash in lots of 500 ft. or more. E. L. EDWARDS LUMBER CO., Dayton, Ohio.

CLEAR DIMENSION STOCK

PLAIN WHITE OAK

2"x4 1/2"x44"

1 1/2"x1 1/2"x37"

2"x2"x40"

HARD OR SOFT MAPLE

1"x5"x17"

1"x6"x17"

1"x2 1/2"x20"

1 1/4"x3 1/2"x19"

1 1/2"x2 1/4"x18 1/2"

3/4"x5"x17"

3/4"x6"x17"

3/4"x2 1/2"x20"

3/4"x8 1/4"x19 1/2"

3/4"x6 1/4"x15"

PINE, HEMLOCK, BASSWOOD, POPLAR, GUM, SOFT MAPLE

3/4"x1 3/4"

18", 22 1/2", 23 1/2", 25, 25 1/2", 51 1/2", 55 1/2".

4"x26 3/4"

WISCONSIN CABINET & PANEL CO.,
New London, Wis.

WE WANT FOR CASH

1, 1 1/2, 2, 2 1/2 & 3" Ash, Elm, Maple, all grades, green or dry, Indiana, Michigan or Ohio stock. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

WE ARE IN THE MARKET

for "B" Finish and Factory Select Cypress. R. H. CATLIN CO., Equitable Bldg., Wilmington, Del.

WANTED—WHITE PINE

Log run, all thicknesses. Send us your list of dry stock and best cash prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—BOX LUMBER

4/4, 5/4, 6/4 in White Pine, Yellow Pine, Poplar, Basswood, Chestnut, Spruce or Hemlock, both rough, dressed and resawn. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

DIMENSION STOCK WANTED

WANTED—CLEAR OAK DIMENSION

1 1/2", 1 3/4", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

WE ARE IN THE MARKET NOW

For cars of Oak, Maple and Beech Squares, all clear and 2 cars 2 1/4 x2 1/2 x30" Beech, clear.

Also send us your lists of anything you have to offer in anything in Hardwood Dimension.

THE PROBST LUMBER COMPANY,
Cincinnati, Ohio.

VENEERS WANTED

WANTED

1/20 rotary cut plain White Oak Veneers in dimension and log run; also 1/20 sliced cut and sawed Quartered White Oak Veneers in small figured stock. Address LEOPOLD DESK CO., Burlington, Iowa.

MACHINERY FOR SALE

FOR SALE

1 latest improved Wickes No. 10 52" gang, complete with saws, 1 Kilgore cant crane, steam board flippers and filing equipment. One 35x90' refuse burner, complete. One 12 h. p. vertical steam engine. GOODMAN LUMBER CO., Goodman, Wis.

FOR SALE

Double circular sawmill, Knight carriage with three steel taper movement head blocks. All steel set works. Knight overhead log turner. All in A1 condition. Address "BOX 561," Bluffton, O.

Loans on Timberland

We have internationally recognized facilities based on 37 years' experience in timberland and lumber matters. Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES D.
LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

RAILWAY EQUIPMENT WANTED**WANT TO PURCHASE**

40 logging and flat cars, 42" gauge. C. L. RITTER LBR. CO., Huntington, W. Va.

MACHINERY WANTED**WANTED—SECOND-HAND SLAB RESAW**

Must be in A1 condition, practically good as new. Address, WARREN ROSS LUMBER CO., Jamestown, N. Y.

BUSINESS OPPORTUNITIES**FOR SALE—PLANING MILL**

In eastern Kansas, fully equipped with modern machinery, natural gas and electric power, freight elevator, steam heating and dynamo for lighting. Finest location, on switch, railroad center. Good trade. Brick and cement building 52x130 ft. two floors, besides dry kiln, glue room and lumber sheds. Full information given. Address "BOX 60," care Hardwood Record.

PARTNER IN QTD. SAWED OAK**Veneer Business**

I have veneer mill, also practical experience in manufacturing veneer. Address, "BOX 62," care Hardwood Record.

MISCELLANEOUS**SPECIALTIES IN WOOD**

Inquiries solicited for the manufacture of wood specialties. Perhaps we can make what you want. GEORGE LITTLEFORD, 1768 Central Ave., Cincinnati, O.

HARDWOODS FOR SALE**LUMBER****ASH**

NO. 1 C., brown, and NO. 1 C., white, 4/4", good width and lgths, 50% or more 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C. white, 8/4, usual width and lgth., 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 8/4", white, 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 5/8"; COM. & BTR., black, 4/4. HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

LOG RUN 4/4, 5/4, 6/4, & 8/4", northern stock. G. W. JONES LUMBER CO., Appleton, Wis.

FAS, brown, 4/4", 6" & up, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

BASSWOOD

NO. 3 C. 5/4", reg. width and lgth. ATLAS LUMBER & MFG. CO., Cincinnati, O.

FAS & NO. 1 C. 6/4"; NO. 2 C. 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 10/4", mostly 5 to 7" wide, usual lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR. 4/4", 10 & 12"; NO. 2 C. & BTR. 5/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 1 C. 5/4"; NO. 2 C. 4/4". STEARNS SALT & LBR. CO., Ludington, Mich.

BEECH

NO. 3 C. 5/4 & 6/4", reg. width and lgth. KNEELAND-BIGELOW CO., Bay City, Mich.

NO. 1 & BTR., 4/4", av. width and lgth., 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

NO. 2 C. 4/4 & 5/4"; NO. 3 C. 5/8 & 4/4". STEARNS SALT & LBR. CO., Ludington, Mich.

NO. 2 C. & BTR. LOG RUN, 5/4 & 6/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

BIRCH

FAS & NO. 1 C., white, both 4/4", good widths, 50% or more 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS, red, 6/4"; NO. 1 C., red, 4/4"; FAS, unsel., 6/4"; NO. 2 C., unsel., 4/4". G. W. JONES LUMBER CO., Appleton, Wis.

NO. 2 C. 4/4", reg. width, 50% 14 & 16", 1 yr. dry. LITTLE RIVER LBR. CO., Townsend, Tenn.

2 FACE STRIPS 4/4", 4" wide, 6' & longer; NO. 1 & 2 C., 5/4"; NO. 1 C. 6/4"; FAS, sel. red, 6/4 & 8/4"; FAS, unsel., 8/4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

NO. 1 & BTR., red, 4/4 to 8/4", 5" & up, 8' and longer, 10 mos. dry; NO. 1 & BTR., unsel., 4/4 to 8/4", av. width and lgth.; 10 mos. dry; 1 & 2 FACE, 4/4, 5" wide, 6' & longer, 10 mos. dry; 1 & 2 FACE, 4/4", 5" wide, 6 & 8', 10 mos. dry; NO. 2 & 3 C. 4/4", ran. width and lgth., 1 yr. dry. RICE LAKE LBR. CO., Rice Lake, Wis.

COM. & BTR., red, NO. 2 C. 4/4"; NO. 1 C. & BTR. & NO. 3 C. & BTR. 6/4"; NO. 2 C. & BTR. 8/4". PAYSON SMITH LBR. CO., Minneapolis, Minn.

FAS, red, 4/4"; NO. 2 C. & BTR. saw culls, 4/4". STEARNS SALT & LBR. CO., Ludington, Mich.

FAS, unsel., 4/4 to 16/4", 6" & up, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CHERRY

FAS & NO. 1 C. 4/4", good widths, 50% or more 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

CHESTNUT

FAS 4/4", good widths, 50% or more 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

SOUND WORMY 6/4", reg. width and lgth. ATLAS LUMBER & MFG. CO., Cincinnati, O.

FAS & NO. 1 C. both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4 to 8/4", usual width and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4 & 6/4", good widths and lgths., 6 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4 to 8/4", 6" & up, standard lgth., 18 mos. dry; NO. 1 C. 4/4 to 8/4", 4" & up, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CHITTUM

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

COTTONWOOD

FAS 4/4", 13" & up, reg. lgth. ATLAS LUMBER & MFG. CO., Cincinnati, O.

ELM—ROCK

LOG RUN 8/4". G. W. JONES LUMBER CO., Appleton, Wis.

NO. 1 C. & BTR. 8/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

ELM—SOFT

LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

LOG RUN 4/4". G. W. JONES LUMBER CO., Appleton, Wis.

NO. 3 C. 6/4", reg. width and lgth. KNEELAND-BIGELOW CO., Bay City, Mich.

NO. 1 & 2 C. 4/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 2 & BTR. & NO. 3 C. 4/4". PAYSON SMITH LBR. CO., Minneapolis, Minn.

NO. 3 & BTR. 4/4", av. width and lgth., 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

FAS 4/4", 6" wide; NO. 2 COM. 4/4 & 6/4"; NO. 1 & NO. 2 SHORTS & NO. 3 COM., 4/4". STEARNS SALT & LUMBER CO., Ludington, Mich.

GENEZERO

FAS 4/4 to 8/4". WHITE BROS., San Francisco, Cal.

GUM—SAP

FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.

GUM—PLAIN RED

NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

GUM—QUARTERED RED

FAS & NO. 1 C. 8/4", reg. width and lgth., sap no defect. ATLAS LUMBER & MFG. CO., Cincinnati, O.

FAS 1/8", 6" & up, 8 to 16', kiln dried. EVANSVILLE VENEER COMPANY, Evansville, Ind.

COM. & BTR. 4/4", ran. width & lgth., 8 to 12 mos. dry, sliced bds., highly fig. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS, FIG., 4/4". NICKEY BROS., INC., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

HAWAIIAN KOA

FAS 4/4". WHITE BROS., San Francisco, Cal.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

FAS, Guatemalan Hard, 4/4, 6/4, 8/4, 10/4, 12/4 & 16/4"; NO. 1 & 2 C. 4/4 to 8/4". WHITE BROS., San Francisco, Cal.

MAPLE—HARD

FAS & NO. 1 C. 8/4" & 12/4", good widths and lgths. ATLAS LUMBER & MFG. CO., Cincinnati, O.

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR. 4/4 & 5/4", usual width and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 3 C. 6/4, 13/8" & 8/4". G. W. JONES LUMBER CO., Appleton, Wis.

NO. 3 C. 4/4 & 5/4", reg. width and lgth. KNEELAND-BIGELOW CO., Bay City, Mich.

NO. 1 C. & BTR. 8/4"; NO. 3 C. 4/4", Rgh. S1 or 2S. MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 2 & BTR. 4/4" & 8/4"; NO. 3 C. 5/4". PAYSON SMITH LBR. CO., Minneapolis, Minn.

NO. 1 C. 4/4", 5" wide; NO. 1 C. 4/4", 12" & wider; NO. 2 C. 6/4 & 8/4". STEARNS SALT & LBR. CO., Ludington, Mich.

OAK—PLAIN RED

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 10/4", usual width and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 4/4", 18 mos. dry; NO. 1 C. 6/4", 2 yrs. dry; NO. 2 C. 4/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 1/8" 6" & up, 8 to 16', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.

HARDWOODS FOR SALE

NO. 2 C. 3/4" NICKEY BROS., INC., Memphis, Tenn.
COM. & BTR. 3/4": NO. 2 & BTR. 4/4". southern stock. PAYSON SMITH LBR. CO., Minneapolis, Minn.
NO. 1 C. 4/4". W. R. WILLETT LBR. CO., Louisville, Ky.
FAS 4/4 to 16/4", 6" & up, standard lgth., 18 mos. dry; NO. 1 C. 4/4 to 10/4", 4" & up, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
COM. & BTR. 4/4", 4" & up, 8 to 12", 2 yrs. dry; FAS 1/8", 6" & up, 8 to 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
CLEAR STRIPS 4/4", 2 1/2-3 1/2". NICKEY BROS., INC., Memphis, Tenn.

OAK—PLAIN WHITE

NO. 1 C. 12/4", usual wdth. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
NO. 1 C. 8/4, 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
FAS 4/4", good wdths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
NO. 2 & BTR. 8/4". PAYSON SMITH LBR. CO., Minneapolis, Minn.
NO. 1 C. & BTR. 4/4 to 6x6", 6" wide, standard lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.
FAS 1/8" & up, 8 to 16", kiln dried; CLEAR STRIPS 4/4", 2 1/2-5", 10 to 16", 1 yr. dry; CLEAR STRIPS 4/4", 2x3 1/2", 8 to 16", 1 yr. dry. EVANSVILLE VENEER COMPANY, Evansville, Ind.
FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
FAS 4/4", reg. wdth. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. wdths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
FAS 1/4 & 3/8", 6" & up; FAS 1/2, 5/8, 3/4, 5/4 & 6/4"; NO. 1 C. 3/8, 1/2, 5/8, 3/4 & 6/4"; CLEAR STRIPS 4/4", 2 1/2-3 1/2" and 4-4 1/2" and 5-5 1/2"; CLEAR SAP STRIPS 2 1/2-3 1/2", 4-4 1/2", 4-5 1/2". NICKEY BROS., INC., Memphis, Tenn.
FAS 4/4"; NO. 1 C. 4/4", 10" & up; NO. 2 & 3 C. 4/4". W. R. WILLETT LBR. CO., Louisville, Ky.

OAK—MISCELLANEOUS

SOUND WORMY, 4/4" & 8/4", good wdths. and lgths.; NO. 2 C. 4/4"; MINE RAILS 3"x4", good lgths. ATLAS LUMBER & MFG. CO., Cincinnati, O.
BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.
NO. 2 C., 8/4", reg. wdth. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
NO. 2 C., Pl. Red and White, 4/4", 4" & up, 6 to 16", 6 mos. dry. EVANSVILLE VENEER CO., Evansville, Ind.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16", 6 mos. dry, largely 14 & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

NO. 2 B & 3 C. 5/4 & 6/4", good wdths. and lgths. ATLAS LUMBER & MFG. CO., Cincinnati, O.
NO. 1 C. 6/4", 2 yrs. dry; NO. 1 C. 6x6", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
FAS 1/8", 12" & up, 4 & 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4", 7" & up, 50% 14 & 16", 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
FAS 4/4" & 6/4", reg. wdth., 50% 14 & 16" kiln dried; NO. 1 & PANEL, 4/4", 18 to 23", 50% 14 & 16", 6 mos. dry. LITTLE RIVER LUMBER CO., Townsend, Tenn.
COM. & BTR., 5/8 & 4/4", ran. wdth. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 2 C. 4/4". NICKEY BROS., INC., Memphis, Tenn.
FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

WALNUT

NO. 2 C. 4/4", usual wdth. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.
FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.
COM. & BTR. 4/4", ran. wdth. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.
FAS 4/4", 6 to 7"; NO. 1 C. 5/4, 6/4 & 8/4"; NO. 2 C. 4/4", 5/4, 6/4 & 8/4"; NO. 3 C. 4/4"; SELECTS 6/4". NICKEY BROS., INC., Memphis, Tenn.
FAS 4/4", 6 to 16" wide, 6 & 7' lgths., \$97; FAS 4/4", 6 & 7" wide, 8 to 16' lgths., \$110; FAS, QTD., 4/4", 8 to 16' lgths., \$120; NO. 1 C., 4/4", 6" & wider, \$52; NO. 1 C., 5/4", 6" & wider, \$59; NO. 1 C. QTD., 4/4", \$55. SPECIAL stock, QTD., 4/4", clear of knots, 4 & 5" width, 6' & longer, \$72; 4/4", clear sap steamed, of common dimensions, \$55. PICKREL WALNUT CO., St. Louis, Mo.

FLOORING

BEECH

CLEAR, 1"x2 1/4"; NO. 1, 1"x2 1/4". T. WILCE COMPANY, Chicago, Ill.

MAPLE

NO. 1 FCTY. 1 1/2"x2 1/4"; PRIME, 1 1/2"x4" and 1 1/2"x4"; CLEAR 1 1/2"x1 1/2"; NO. 1, 1 1/2"x1 1/2". KERRY & HANSON FLG. CO., Grayling, Mich.
NO. 1 & CLEAR, both 1 1/2"x2", reg. lgth. KNEELAND-BIGELOW CO., Bay City, Mich.

OAK

SELECT RED, 3/4"x7 1/2", 1 1/2"x1 1/2", 1 1/2"x2"; SELECT WHITE, 1 1/2"x1 1/2", 1 1/2"x2". T. WILCE COMPANY, Chicago, Ill.

VENEER—FACE

GUM—RED

FIG. SLD., 1/20", 6" & up, 7 to 12", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
QTD. FIG. SLD. 1/24". See our special logs. NICKEY BROS., INC., Memphis, Tenn.

MAHOGANY

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.
ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—PLAIN

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.
ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, SWD. 1/20" & 1/16", both 6" & up, 8 to 16", kiln dried; WHITE SLD. 1/28 & 1/20" both 6" & up, 8 to 12", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.
ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
WHITE, SWD. 1/20", 15" & up; WHITE, SLD. 1/28", 18" & up. NICKEY BROS., INC., Memphis, Tenn.

WALNUT

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.
ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
SL. & RTY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.
ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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BIRCH

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PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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The Human Element in a Logging Operation

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

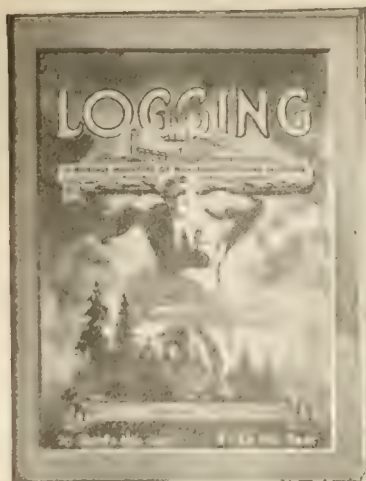
This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.



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We have the following dry stock to offer:

One Car of
10/4" No. 3 Common
Rock Elm

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.
WISCONSIN AND MICHIGAN HARDWOODS

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2 CARS 4/4 FAS	RED BIRCH
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2 CARS 4/4 FAS	UNSELECTED BIRCH
5 CARS 4/4 No. 1 Com.....	UNSELECTED BIRCH
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3 CARS 6/4 FAS	UNSELECTED BIRCH

Can furnish limited amounts 5/4 and 8/4 in above cars.

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Manufacturers

"IMPERIAL" Maple Flooring
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Atlantic Lumber Company HARDWOODS

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"He acts twice who acts quickly"

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E. C. ATKINS & CO.
Indianapolis, Indiana

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

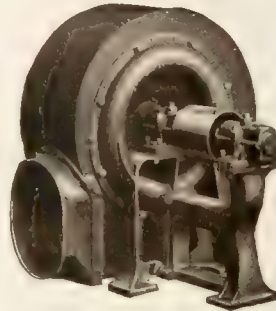
When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

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LARAGE KALAMAZOO

MILL EXHAUSTERS



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ARE
BUILT HEAVIER

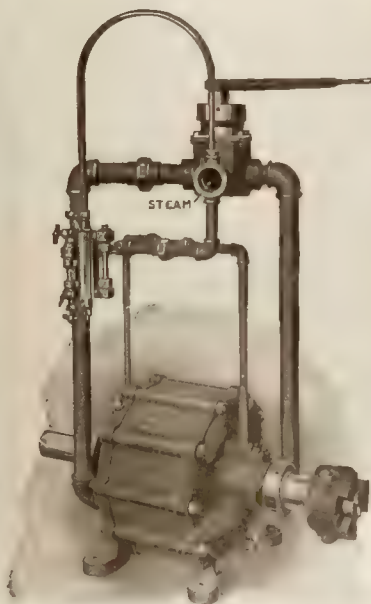
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LONGER SERVICE

THEY ARE ADJUSTABLE AND REVERSIBLE

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HEATING, VENTILATING & DRYING ENGINEERS.
KALAMAZOO—MICHIGAN—U. S. A.



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It will not use excessive steam and gives instant and positive control.

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It has positively increased capacity from 10 to 50 per cent

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DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

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GUARANTEES

There is a difference in them -- not alone in wording and salesmanship, but in intent, in actual service and in ability to perform.

The Grand Rapids Vapor Kiln guarantee is based on a scientific measurement; it is original and the result of our thirty years' experience in wood-working.

We know the difference between ordinary kiln operation and ordinary guarantees, and we know you do want dependable guarantees based on real service and tests.

Need we say more?

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Grand Rapids, Mich. Seattle, Washington
Western Agents, Greeff Varnish Kilns

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Semi-Monthly
Twenty-Second Year

CHICAGO, JUNE 25, 1917

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Single Copies, 15 Cents.



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Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
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has been recognized as the authority on all matters pertaining to the sawing of wood with a Band Resaw. Purchasers of Mershon Band Resaws have the benefit of his experience.

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Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

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We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
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1x7	1x11 & wider

The stock is mixed
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runs largely Maple

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Sales Department, Cadillac, Michigan



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GRAYLING

MICHIGAN

Michigan Hardwoods

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Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
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Flooring stamped M. F. M. A. insures quality

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Hardwood Lumber

Write for Prices

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"STEARNS" LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
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WE SPECIALIZE IN DIMENSION STOCK

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SALT & LUMBER CO.
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WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{16}$ " x 2" No. 1 Maple Flooring

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**The
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William Horner

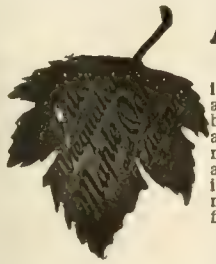
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MAHOGANY LUMBER

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WILL HANDLE ANY ORDER



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HARDWOODS

W. O. KING & COMPANY

2452 LOOMIS STREET, CHICAGO

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for coming good times will make you
SEND US YOUR INQUIRIES FOR

Our
Specialties **Oak, Gum, Cypress**

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LUMBER EXCHANGE BLDG.

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BAND MILLS

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except where
our

Two Piece
Geometrical
Barter Coin
is in use, then
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possible.
Sample if you
ask for it.

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We also make
Time Checks,
Stencils and
Log Hammer.



Salt Lick Lumber Co.

SALT LICK

KENTUCKY

MANUFACTURERS OF



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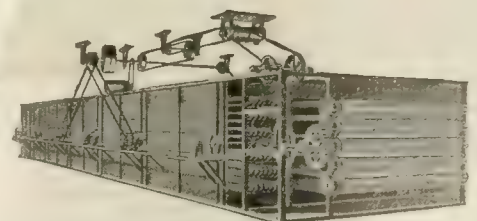
Complete stock of 3/8" and 13/16" in all
standard widths

Proctor DRYERS for VENEER

No checks or
splints. Enor-
mous output.
Low labor cost.

The Philadelphia
Textile
Machinery Co.

Philadelphia





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cozy good fellow
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
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ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

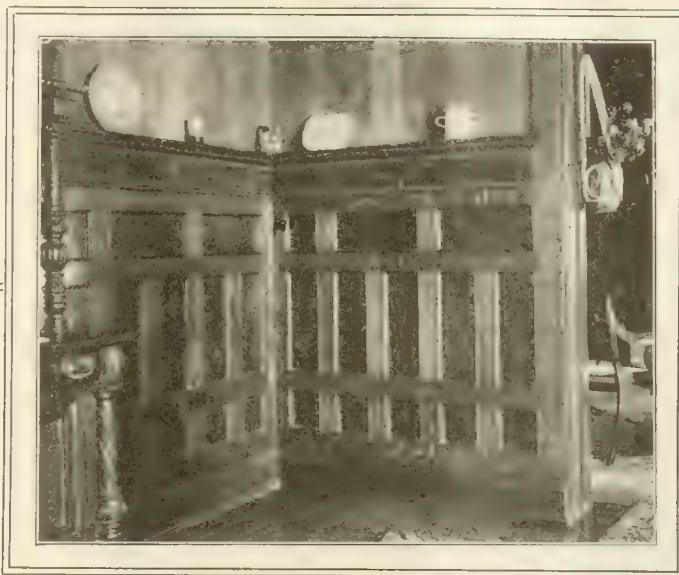
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

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WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA
c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS
Bliss-Cook Oak Company, Blissville. (See page 56.)
Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page —.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stinson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 68.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS
a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 5.)

INDIANA
Hoffman Brothers Company, Fort Wayne. (See page 10.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Barnaby, Greencastle. (See page —.)
J. V. Stinson, Huntingburg. (See page 68.)
Wood-Mosaic Company, New Albany. (See page 8.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 56.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.
a, b—Cyrus C. Shafer Lumber Company, South Bend.

KENTUCKY
a, b, c—Arlington Lumber Co., Arlington. (See page 53.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page 8.)

LOUISIANA
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Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
b, c—Sabine River Lumber & Logging Company, Inc., Oakdale.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI
b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page —.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI
a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hdq. Dept., Kansas City, Mo. (See page —.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Pease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston. Sales Office, Chicago.

c—Arkia Lumber & Manufacturing Company, St. Louis.
J. A. Holmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA
a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO
Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Holaday Lumber Company, Greenfield.

CINCINNATI
Bayou Land & Lumber Company.
C. Crane & Co. (See page 56.)
a, b—Duhmeier Brothers & Co.
a, b—Mowbray & Robinson Company. (See page 59.)
a, c—Probst Lumber Company. (See page 60.)

PENNSYLVANIA
American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE
Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Johnson City Lumber & Manufacturing Co., Johnson City.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 9.)

MEMPHIS
Anderson-Tully Company. (See page 2-67.)
J. H. Bonner & Sons.
b—Geo. C. Brown & Co.
Goodlander-Robertson Lumber Company.
Memphis Band Mill Company.
Russe & Burgess, Inc.
c—J. V. Stinson Hardwood Company.
J. W. Wheeler & Co.

NASHVILLE
Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS
H. G. Bohlssen Mfg. Co., New Caney.

VIRGINIA
c—U. S. Spruce Lumber Company, Marion.

WEST VIRGINIA
b, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Timber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN
a, c—Racine Lumber & Manufacturing Company, Racine.

a—Manufacturer of Instrument Stock.
b—Manufacturer of Oak Material.
c—Manufacturer of Factory Dimension.
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123,000 ft. 4-4 No. 2 Com.	SAP GUM
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1 Car 3-4 No. 1 Common.	5 Cars 4-4 Sound Wormy.
8 Cars 4-4 No. 1 Common.	WHITE OAK ONE FC. CLR.
4 Cars 5-4 No. 1 Common.	DIM. STOCK—DRY
3 Cars 4-4 No. 2 Common.	2 Cars 4-4—40, 48, 58, 58 and 64".
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Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 1,500,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock.

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POPLAR

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(Main Office, Pittsburgh, Pa.)

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VESTAL LUMBER & MFG. COMPANY....Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.

Indiana White Oak

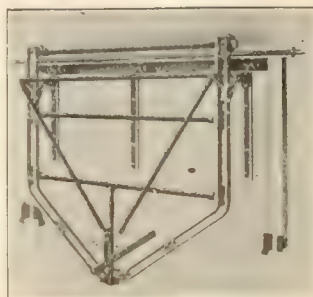
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MIXED CARS

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Maples Lumber Co.
KNOXVILLE, TENNESSEE



Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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Review and Outlook



General Market Conditions

IF ANYONE DOUBTS the strength of the hardwood situation or feels at all uncertain as to continued strength in future months, that individual needs only to make a trip to mill points to be speedily and thoroughly convinced that his doubts are unfounded. Whether it be the hardwood middleman handling stock to the ultimate consumer or the factory man himself, who pays his good money in increasing quantities for his raw material, but one impression could result from his tour of the producing sections.

It has been suggested from some directions that so much lumber will be produced this summer that the market will be flooded by fall, or at the latest by the early winter months. There is a two-fold reason why that cannot be. In the first place, the present demand is so enormous and the stocks ready for shipment are so thoroughly depleted, that it would take a production far above normal to come anywhere near filling the broken lists. On the other hand, such a production is totally impossible, for the combination of weather conditions and labor shortage has kept production well below normal. The question of labor alone is serious enough and its probable effect upon lumber production is definite enough to indicate to anyone who has kept closely in touch with conditions the impossibility of catching up with hardwood consumption now or in the immediate future. In many cases mills have not been able to operate more than fifty to seventy-five per cent of their capacity because of total inability to ship in sufficient logs to keep them going. A week spent in the delta country from Memphis south would enable the traveler to witness a constant wrangling over car supplies, and this does not necessarily mean merely cars with which to ship out lumber. The cars are simply not to be had, and as a result the logs are either staying in the trees or in the woods. With the damp spring days on us and the prospect of the usual heat and dampness of the southern summer, these logs piled along the right of way, ready for loading onto cars, must either be moved quickly or be subject to material damage. This damage is of a definite character and its extent is easily measurable. If it exists to any great extent it will constitute an added factor tending further to raise the price of lumber made from the good logs.

Of course the same conditions do not exist in the North, that is, the same factors influencing lumber production. However, labor shortage is sufficiently serious to have already had a very real effect upon the output of northern mills, and everything promises much greater seriousness.

Of course no one questions for a moment reports of scarcity of available dry stocks. The situation in this particular is altogether too well known to leave any room for argument or uncertainty. The

only argument that could be reasonably advanced by anyone contending that the future will bring softening in hardwood values is that consuming trades will decrease the amount of material which they will need. Undoubtedly this result will come in many cases, but the contention made in this report in the past, that new outlets for hardwood lumber will develop more rapidly than old channels will be clogged, is being borne out already. Both direct and indirect results of war preparations are having their effect upon the amount of hardwood lumber turned into the new channels. As practically all of the stuff cut for war purposes is of a radically different character from the normal line of standard size and dimensions, the result must be that the amount available in the ordinary stocks will be decreased. This development is a practical certainty.

It has been a fact that oak has not shown the progress of some of the other woods, primarily because it does not lend itself so well to uses for which cheap material is required. Developments, however, in the past few months have brought into more extensive use many supplementary woods that were not heretofore so great a factor in total hardwood production. The result is most certainly going to be a lessened production of oak, and as great quantities of this wood are going into war uses, the available commercial stocks will show considerably less in quantity.

And as to prices, it must be borne in mind that even though hardwood values have advanced sensationally in every direction, lumbermen have been operating for years on a dangerously narrow margin, in fact in some cases have been putting out some of their species at an actual loss. Mounting costs have so far kept ahead of increased selling prices. So when it comes to the question of quotations, it must be remembered that lumbermen are not getting more than they must get in order to make a reasonable profit from their manufacture. As this fact is generally recognized in manufacturing circles, and as the situation is now pretty strongly in the hands of producers, there is no logical reason to expect that there will be any recession in values made voluntarily by lumbermen.

The Cover Picture

TWO OBJECTS STAND OUT PROMINENTLY in the cover picture which illustrates this issue of *HARDWOOD RECORD*, one is the building and the other is the pine tree. The scene is laid in Piqua, Ohio. The building is one of the oldest, if not the oldest, in the town, and dates back a century. That would not be considered very old if it were in Europe, or even in New England, but a hundred years in Ohio goes back pretty well into the golden age of the pioneers who blazed the trails through that region.

The building, as is indicated by the name on its front, is a lumber

office and is occupied by a concern widely known in the lumber business, George W. Hartzel. The mention of that name will at once call up a picture of walnut lumber of as fine a class as the American forests have yielded. The exceptional fertility of the land in that part of the country resulted in the growth of immense walnut trees which plagued the first settlers whose chief concern was to get rid of them in order to raise corn and cattle; but the trunks which escaped the burning log heaps and rail splitters of the early days, later became of great value. However, the original trees of that immediate vicinity are few and far apart now, but other regions supply the deficiency by sending their walnut to Piqua.

The old building, strange as it may seem, was not constructed of walnut. At the time it was erected, there must have been an abundance of this wood in that neighborhood which could have been had for little more than the expense of sawing and hauling, and the builder of the house must have had some reason for not constructing it of walnut. Perhaps the very abundance and cheapness of the wood at that time was his reason for not using it. He may have wanted a material which he fancied was more aristocratic—something which was not being used by farmers for fence rails—and so he built of stone. Ideals have changed since then. What man would build of stone today if he could afford to build of black walnut of as high a class as that which grew about Piqua in pioneer days?

The old building is only part of the picture, the commercial part of it, maybe. In front of it stands the lopsided pine, which may or may not have a story of its own. The probability is that the pine was not planted by nature; for nature never planted many pines in that corner of Ohio. It is remarkable that of the two dozen species of pine native to the United States, a single one, and probably the poorest of the whole lot, grows naturally in that corner of Ohio. When nature's bountiful hand distributed pines over the United States, she missed Kansas slick and clean, not planting a single pine in the limits of the state, and almost missed the southwestern corner of Ohio. One scrub pine, a straggling, woe Legone species, had a sort of a foothold in that corner of Ohio, but not another one was there. This native tree is what botanists call *Pinus virginiana*, a cowardly weakling that creeps around and gets a foothold on ground which no other tree wants. It is unexplicable why that pine, of all pines, should be the only one to have a footing in the fertile lands of southwestern Ohio beside the walnuts, oaks, and hickories which pre-empted for themselves the richest lands. The unfortunate pine was a sort of Lazarus contented to feed on the crumbs which fell from the table of the splendid hardwoods—the poor patches of soil in this case being the crumbs. Other pines have been planted in that region, and some of them are running wild and might pass for old natives, but they are not.

Veneer Comes to the Front

THE MOST REMARKABLE feature of the tremendous development in the use of veneers and veneered panels in recent years is the fact that this progress has been made in the face of utter chaos in the industry—of absolute lack of co-ordinated effort to establish the product and to see that it was marketed and utilized to the best possible advantage for everybody concerned. Unquestionably, with mounting costs on all factors entering in the utilization of hardwood forests, veneers and veneered panels will ultimately play an enormously greater part in the wood-using industries. The adaptability of veneered goods is just beginning to be recognized, and there is now a gleam of hope that the proper utilization of veneers may be accomplished.

At the recent meeting of the National Veneer and Panel Manufacturers' Association, an organization which has not made anywhere near the mark which the importance of the industries it represents should warrant, definite plans were laid looking toward the unification of the veneer and panel industries, having definitely in mind greater co-operation in the manufacturing and marketing of these products and a more thorough understanding with the buyer and prospective user, to the end that the field of consumption might be broadened and the possibilities of the industries turned to complete account.

Just one thing is necessary to the perfecting and adoption of the plan, namely, its support by the veneer and panel trades as a whole. Manufacturers of veneers and panels have never earned the right to consideration as thoroughly modern merchants. Possibly this has been in a measure due to the absence of any centralized influence that would lead them to get together and modernize their methods. However, the nucleus of such influence exists in the plan adopted at the meeting in Chicago, and now that the industry is faced with the opportunity, it is up to the individual members to demonstrate that they realize what an opportunity lies ahead of them and that they are men big enough and broad enough to be willing to do their part individually to make the most of this opportunity.

The Secondhand Shipping Box

IS IT PRACTICABLE TO USE SHIPPING BOXES more than once? No one questions the desirability of doing so, but is it practicable?

Professor C. B. Breed, of the Massachusetts Institute of Technology, in a recent article which has been widely published, seems to assume that there is nothing in the way of keeping the secondhand box on the go, and that because we fail to do so, we are guilty of wasting \$120,000,000 a year. That sum he considers is the cost per year of the lumber needed to make new boxes, and if we would continue the old ones in service, we could shut the box factories and save scores of millions of dollars a year by keeping the box lumber in the forests. At least, this seems to be his line of argument, judged by extracts and comments which have been going the rounds of the press. His original article, in toto, has not come to the attention of *HARDWOOD RECORD*.

A court of law would rule that his testimony is "incompetent, irrelevant, and immaterial," in that it does not apply. He discusses a theory and never touches the practical problem of finding a way to use secondhand boxes. The assumption seems to be that they can be used and that because they are not used, somebody is guilty of the waste of box lumber worth \$120,000,000 a year.

To start with, the value of the yearly bill of box lumber in the United States is nearer \$60,000,000 than \$120,000,000, and may be under the smaller figure. If the average cost is \$13.33 per thousand, the total is about \$60,000,000 a year. Thus fifty per cent of the alleged waste of lumber is saved by revising the figures.

The crux of the question is, however, can shipping boxes be used over and over? If they can be, it should be done. Perfectly good boxes ought not be thrown away if they can be of further service. Professor Breed has not made any new discovery. It is well known, and has long been known, that millions of boxes go to the waste heap or the woodshed after one journey; and many a business man has thought long and hard in an effort to find a way to use secondhand boxes. All solutions of this problem thus far have been what in algebra they call "negative solutions," that means "less than nothing." In some localities and under peculiar conditions, secondhand boxes can be profitably used. It can be done in large cities where suitable sizes can be assembled by shippers who need those sizes. In Chicago, Marshall Field collects secondhand boxes, removes the marks and stencils with sand belts, and recovers and restencils the boxes for his own use. He needs so many sizes that most boxes can be placed. Other large users do the same.

The plan is not practicable, taken the country over. The prospective user cannot get enough of the sizes he needs. It costs too much to collect empty boxes from long distances, in order to secure the sizes wanted. Packing boxes are made to fit particular commodities and are made on orders from certain shippers. When these boxes are once filled and shipped far and wide, it is impossible to have them returned empty to the original shipper, and they do not suit any one else. That is why the use of secondhand boxes is limited and will probably continue to be limited. They are predestined to a single trip and then to disappear, like certain ephemeral insects which fly once and die.

There is lots of beauty buried in some of our oak stumps. Also, they're lots of work to dig out, and that is probably the main reason why we don't work up more of them.



National Hardwood Meeting



On June 14, 1917, the National Hardwood Lumber Association assembled at Hotel Sherman, Chicago, for its twentieth annual meeting. The registration of members showed that the attendance was large. A complete list is inserted in another part of this issue. At the completion of the preliminary business connected with the opening of the meeting and the singing of the Star Spangled Banner, President John M. Woods delivered the annual address, as follows:

President's Address

As we come together for the twentieth annual meeting of the National Hardwood Lumber Association, I am sure all our hearts respond to the words and sentiments that have so beautifully been sung. These emblems of great nations above our heads speak to us more feelingly and eloquently than mortal tongues can express. They tell the story of the union of the moral and material forces of democracy against the arrogance and ugliness of autocracy. The peace, liberty, honor and prosperity of the wide world is at stake. Our beloved country has cast its lot, I believe, on the side of right, honor and justice. The great heart of our country has been stirred. We are a united people. I have an unbounded abiding faith in Almighty God and American men, women and children. I have seen two great uprisings, in 1861, when Sumter was fired on. Like a whirlwind, it swept over the loyal North. It swept hill and valley. City and town responded. "We are coming, Father Abraham, three hundred thousand strong." It was the fire of a mighty inner sentiment, kindled by the breath of God. It was like Peter the Hermit, with clarion voice, bearing the heavy wooden cross on his bent shoulders, transforming Europe into a moving camp; or like Roderick Dhu, marshalling his clans:

From the grey sire whose trembling hand
Could scarcely buckle on his brand,
To the young boy whose arrow and bow
Was scarce yet terror to the crow.
Each valley, each sequestered glen
Mustered its little band of men.

Again in 1898, a united nation rose in its might. Blue and gray, shoulder to shoulder in the cause of a common humanity to rescue our neighbor, Cuba, from the Spanish oppressor. Have no fear. The men of the nation, old and young, will do their duty, and the women, God bless them!

The bravest of battles that ever were fought
Shall I tell you where and when?
On the maps of the world you will find them not,
They were fought by the mothers of men.

In politics, I am a staunch Republican, believing its principles and policies are best for the whole nation, but when this flag is assailed, politics



J. M. WOODS, BOSTON, MASS., PRESIDENT

and partisanship go by the board and I stand squarely and solidly for and with the President and nation. This gathering of noble men needs no lesson in patriotism from me. Everyone of you love our flag and country as much as I, and I believe everyone of you feels as Hon. Henry Winton Davis said in Congress at the beginning of the Civil War, "The American people rising to the heights of the occasion, dedicate this generation to the sword and pouring out the blood of their children, demand that there be no compromise, that no peace shall be made, except under the banner of victory; standing on this great resolve, victory is ours."

I shall not enter into the details of the work of the association the past year. The report of the secretary-treasurer will show in detail the accomplishments of the year and how we stand financially and numerically. I commend his able and complete report to your careful consideration.

The most important matter that will come before you, for your consideration and decision, is the report of the inspection rules committee. In the discussion of this report, I cannot improve on the splendid advice given the association last year by the present, very able chairman of the committee on rules, Mr. McClure. He said, "We cannot attach too much importance to the one main proposition of getting an adjustment of our inspection rules which will enable the entire hard-

wood trade to get together on one uniform, national standard of inspection which will do away with all confusion that has upset the trade in the past. It does seem to me that in order to bring about this result, we could drop all of our selfish interests, all of our sectional interests and forget whether we are manufacturers or wholesalers, in order to bring about this equilibrium in the trade as far as inspection rules are concerned; and I hope that in discussing the matter, you will look at it from the national standpoint for the good of the entire trade."

May I supplement his recommendations with this suggestion. While we may be tenacious of our own opinions, and believe they are right, let us give credit to those who differ with us for the same honesty and sincerity we claim for ourselves. "A soft answer turneth away wrath, but grievous words stir up strife." There is an old maxim well worth remembering, "Of the unspoken word thou art the master, but the spoken word is master of thee."

Now, a word about this rules committee for whom I ask the most conscientious consideration for their careful, painstaking work which has been done at the earnest request of important divisions of this membership. When I asked Mr. McClure to take the chairmanship of this committee, I knew that his interests were large and widely diversified and that accordingly the demands upon his time, thought and strength were great, but I knew that every member of the association, like myself, had the most implicit confidence in his ability, fairness and honesty. I knew



J. V. STIMSON, HUNTINGBURG, IND.,
VICE-PRESIDENT



J. W. DICKSON, MEMPHIS,
VICE-PRESIDENT



C. A. GOODMAN, MARINETTE, WIS.,
VICE-PRESIDENT



JOHN W. MCCLURE, MEMPHIS, TENN.,
CHAIRMAN INSPECTION COMMITTEE



GEO. H. CHAPMAN, STANLEY, WIS.,
MEMBER INSPECTION COMMITTEE



W. L. SAUNDERS, CADILLAC, MICH.,
MEMBER INSPECTION COMMITTEE

with him as chairman there was not a member in the association, if he had the time, who would not be glad to serve with him on the committee. I cannot give too much praise to him and every one of his committee. With the highest regard for every one of my distinguished predecessors, not one of them ever selected a more able, competent, self-sacrificing, handsome committee. Doubtless it is important to have it decided whether the good or poor side of a number two or three common board shall have the preference. The Divine Teacher said of some of the men of his generation, that "they tithed mint and anise and forget the weightier matters of the law," or as He put it on another occasion, "strain at a gnat and swallow a camel." While it is argued and probably true that the increased cost of production with rapidly diminishing timber supplies warrant some slight modifications in our present inspection rules, let us not overlook the fact that it is not improbable that laws may be passed by Congress that will take many more dollars out of our pockets than these slight modifications of our rules can possibly put in them. An analysis of the laws passed in Congress the last few years shows but little legislation favorable to the man who fills the pay envelope, but no end of it favorable to the man who receives it.

While the main object of this association has been, is, and ought to be as the last clause of article three of our constitution declares, "to establish, maintain and apply a uniform system for the inspection and measurement of hardwood lumber," the first clause of this article three reads, "Its object (the association) is to promote the welfare and to protect the interests of the hardwood trade." This covers a very large field, and a very wide range. Have we cultivated this field as much as we ought? And have we not been too near-sighted to see the full import of the meaning of this clause? To my mind, it is not enough for you and me that our

lumber is properly measured and inspected and the great purchasing element of lumber should have an absolute guarantee that they get the quality and quantity they buy. If these constitute the sum total to a successful and profitable lumber business, the millenium for us is here and now. I am aware that there are some timid, cautious conservatives who believe nothing is valuable that is not venerable. Like the statesman described by Macauley, they prefer to perish by precedent, rather than be saved by innovation. They adhere to ancient failures rather than incur the risk of success through venture and experiment. Do not think for a moment that I belittle or undervalue the importance of having the best possible set of grading rules the wisdom of man can devise. It is the cornerstone and foundation upon which this magnificent association is built, and upon which it has grown and prospered, but there are many subjects of national legislation that vitally affect the lumber industry. Perhaps the most prominent are rail and water transportation, labor, taxes and the tariff. The clause of the constitution which I have read to you, "to promote the welfare and protect the interests of the hardwood trade" warrant me in bringing them to your attention and in doing so, there is no selfish, sectional or partisan purpose.

I suggest for your consideration, the creation of a legislative committee, perhaps the executive committee, who shall have the same power in relation to national legislation as they have in association matters. I first call your attention to the proposed increase in freight rates. I do not believe there is a member of this association who is not willing to bear his fair share of the public burdens, but we do want these burdens fairly and honestly distributed. The facts warrant the statement that lumber is the safest, surest, most economical and remunerative material or commodity the railroads haul, and in quantity, at the top or near it. A fifteen per cent



J. L. BENAS, ST. LOUIS, MO.,
MEMBER INSPECTION COMMITTEE



M. G. TRUMAN, CHICAGO,
MEMBER INSPECTION COMMITTEE



M. J. FOX, IRON MOUNTAIN, MICH.,
MEMBER INSPECTION COMMITTEE



E. B. FORD, LOUISVILLE, KY.,
MEMBER INSPECTION COMMITTEE



D. H. DAY, GLEN HAVEN, MICH.,
MEMBER INSPECTION COMMITTEE



JESSE C. REMICK, MOBERLY, LA.,
MEMBER INSPECTION COMMITTEE

increase in freight rates on lumber means a vast sum of money and higher cost of lumber to the consumer, and will result in the increase of substitutes for it. We all know from experience that under normal business conditions our low grades are the slowest and most difficult to move at a profit, and, consequently, as timber becomes scarcer the percentage of lower grades increases. We all realize the financial condition the railroads find themselves in: their stocks and bonds have not been favorites with investors or lenders. State and federal laws have added a large increase to their operating expenses. The automobile and auto truck, electric car and electric express have made big holes in their freight and passenger receipts, but notwithstanding all these handicaps, I do believe with the minimum of risk and expense in transporting lumber, it should not be put on a wholesale parity with general merchandise, and if all the facts are presented to the Interstate Commerce Commission, they will see and acknowledge the fairness and justice of our contention.

ORGANIZED LABOR

I believe every right-minded man believes in organized labor. When properly conducted, they are a powerful influence for good. If not, they become an unmitigated nuisance and constant menace to the business interests and welfare of the nation. Probably no industry has suffered more from their arbitrary methods and unreasonable demands than the woodworking industry. National and state legislatures have granted them special privileges, and given them exemption from laws that everybody else is amenable to. They collect large sums of money from their members, employ the best attorneys and are not accountable to anybody or anything. Being a voluntary, unincorporated body, they cannot be reached by civil process. Under the workmen's compensation law, they are, if injured, even by their own negligence or carelessness, a charge upon the employer.

My state has just raised the compensation of the injured from ten to fourteen dollars per week, so that we are liable to have to pay fourteen dollars per week for three hundred weeks. Some of our manufacturers are beginning to require of applicants for work, a certificate from a reputable physician that they are sound of mind and body. Many of our largest contractors will not take a contract except on a percentage basis. They dare not take the risk of being at the mercy of some bull-headed labor leader.

TAXES

If there is anything under the sun in the war revenue bill, except the air we breathe, that is not taxed, show me, but to my mind, the damnable part is the proposed retroactive federal income tax. It is legalized highway robbery. Get a copy of the bill and study it. There was never anything like it in the heavens above, the earth beneath, or the waters under the earth. On behalf of our association, I have asked Senators Lodge and Weeks to oppose the retroactive section of the income tax. I ask each one of you to ask your senators to do likewise, or on any other phase of the bill you believe wrong.

THE TARIFF

I assume there are many and divergent views in our membership on this subject. My views are the same as the immortal Abraham Lincoln. He was asked what he thought about the tariff. He said, "I do not pretend to know much about it, but I know this, if we buy abroad, they get the money and we get the goods; if we make them here, we get both goods and money." It cannot be successfully contradicted that under a protective tariff, there has been prosperity, under the reverse, adversity. I am not sure how free lumber will affect our industry, but it's a fairly safe guess that it won't raise the price on our lumber.

Gentlemen of the association, I have briefly and perhaps crudely brought



T. B. COPPOCK, FORT WAYNE, IND.,
MEMBER INSPECTION COMMITTEE



OTIS A. FELGER, GRAND RAPIDS, MICH.,
MEMBER INSPECTION COMMITTEE



J. B. FERGUSON, BATON ROUGE, LA.,
MEMBER INSPECTION COMMITTEE



A. E. CLARK, TORONTO, ONT.,
MEMBER INSPECTION COMMITTEE



H. C. FOWLER, MACON, GA.,
MEMBER INSPECTION COMMITTEE



W. H. LEAR, PHILADELPHIA, PA.,
MEMBER INSPECTION COMMITTEE

to your attention these four important matters that vitally affect for weal or woe, the lumber industry of the nation. Each one of them demands your serious attention. Each one of them directly or indirectly affects your business for good or ill. The good book says "He that neglects to provide for his own, hath denied the faith, and is worse than an infidel." If the lumber trade does not look after its own interests with all the influence and power at its command, if adverse laws are enacted and unjust and unfair regulations made, it will be some satisfaction to know and feel that we have done our duty to ourselves and the great industry which we represent. There is no older or more honorable business than ours, nor is there any that has more honorable men engaged in it. The material we handle is the only one that has been dignified, yea, sanctified by a divine touch. "And when the Sabbath day was come, he began to teach in the synagogue and many hearing Him were astonished, saying: 'from whence hath this man these things?' And what wisdom is this, which is given unto Him that such mighty works are wrought by His hands? Is not this the carpenter, the son of Mary?"

In a long and busy life, some honors have come to me, but not one or all of them can compare with the great honor of being the chosen head of the largest and best commercial organization in the nation or North America, as our Canadian members are our allies and brothers. With our membership, larger than all other hardwood associations combined, we have gone on from conquering to conquer. We have justified our existence, and accomplished what we set out to do. We have demonstrated our usefulness to the trade. There has been no "variableness or shadow of turning" in giving to the wide world the best system of measurement and inspection of hardwood lumber. There is room and a hearty welcome in our association and I believe it is the legitimate place for every manufacturer of every kind of hardwood lumber and every wholesaler of it. They can all do good and get good. I cannot understand the particular necessity of so many associations. Why not all unite in one big, successful, useful organization. Lots of good money can be saved and better results secured. We are sound and solvent financially and I am sure every member gets a good run for his money. While clouds and thick darkness hangs over the nation and no man can tell what a day may bring forth, our association has had the most prosperous year in its whole history. Like Postum, "There's a reason." Every meeting of the executive committee and board of managers has been well attended and perfectly harmonious. It has never been my privilege to serve with better, more high-minded, nobler men than those on these two committees. To these committees and every member of the association I give my most sincere thanks for all their courtesy and kindness to me, and I desire to say in his presence and yours, that our very able Secretary-Treasurer Fish justly deserves and is fairly entitled to the greatest credit for his able administration of our association's affairs. A genial, lovable man, with an immense stock of sound, common sense.

In deference to public opinion, and in keeping with the spirit of the times, it is deemed best to dispense with liquor at our banquet. I trust this will meet your approval.

In the words of Tiny Tim, "God bless us every one," and may the motto of each one of us be what is stamped upon our coin, "In God We Trust."

The Secretary's Report

The secretary of the association, Frank F. Fish, read the annual report, in which he reviewed the year's business and explained the affairs of the association. A careful and thorough account was given of the inspection work in the several districts, with receipts and expenditures. The total receipts from this branch of the association's

activities during the year exceeded \$50,000. The total number of feet inspected in that time was 176,332,112' of hardwoods. The report in full follows:

In gathering here today this membership erects a new mile-stone in the history of this association, because this meeting concludes twenty years of successful operation of an organization that was established and which has been maintained through a score of years for the purpose of promoting the best interests of the hardwood trade, and it is only reasonable to hope and confidently believe that this also is the beginning of another twenty years of successful accomplishment.

At each of the last two meetings I took occasion to remark on the general conditions prevailing in this country as a result of the war in Europe; but today war is no longer an abstract proposition having only to do with our neighbors across the sea—it is at our own door in concrete form, and we find the entire nation engaged in the gigantic task of preparing itself in a manner that will enable this country to give a satisfactory account of itself in all the matters that have been submitted to the arbitrament of the sword. The resources of the entire country are being mobilized in this mighty endeavor, and the lumbermen will have their part in the work, and I believe when they are put to the test they will not be found wanting.

The slogan of "Business as Usual," adopted by one of our allies in the earlier stages of the European conflict, will not answer, because it will not be business as usual; nothing will be the same as it has been. It is not possible to ignore the effect of war in our financial, industrial or commercial activities, because war as conducted today touches our existence at every point; but we can cry "Business in spite of war," for the business of the country must go on, the arteries of commerce must continue to pulsate, else the nation will die. It is a duty, therefore, which we owe first to our country and then to ourselves, to put forth every energy we may possess to keep the commerce of this country in as healthy a condition as possible throughout the titanic struggle by which we are now beset; and, in doing this, we must hold fast to all of the instrumentalities that have been proven of benefit to us in the past, making them more effective than they have ever been, and at the same time being ready to locate and adopt any other measure or measures that will tend to develop the efficiency of our nation as a whole.

It is, therefore, not a time to neglect the affairs of this association, but rather to endeavor to increase its strength and to develop all its latent possibilities to the end that the hardwood lumber industry shall not be found wanting when it is weighed in the balance of a great national need.

There never was a time when the benefits to be derived from a close organization of kindred interests were more apparent than they now are; and there is no other organization so well equipped to deliver the goods to the country at large and to its own membership as is the National Hardwood Lumber Association today. The potentiality of the organization—comprising nearly one thousand firms and corporations—cannot be expressed in any recognized unit of force, but it is well to understand that this potentiality is lost and of no value unless it is intelligently directed along practical lines that will insure results most desirable to be obtained. It is time for the members of this association to become fully alive to the responsibility which devolves upon each of them in regard to conducting the affairs of this association and to awaken to the wonderful possibilities that are presented in the situation if the full power of the association be developed along mutually advantageous lines. It is not within the province of the duties assigned to the secretary to indicate what action this membership should take to bring about this condition, but I can advise you that this association is stronger and better equipped in every way to meet any emergency that may confront its membership than ever before in its history which has been twenty years in the making.



FRANK F. FISH, CHICAGO,
SECRETARY



E. V. BABCOCK, PITTSBURGH, PA.,
MEMBER EXECUTIVE COMMITTEE



T. M. BROWN, LOUISVILLE, KY.,
MEMBER EXECUTIVE COMMITTEE

A complete detailed review of all of the activities of the association during the year closing with this meeting would be impossible within the reasonable limits of a report, but the secretary has endeavored to present for the consideration of this meeting a fair recapitulation of the work directly affecting the interests of the association. Its officers have found the strength which comes from letting everyone interested in the sale or purchase of hardwoods know the truth; and to the fact that all questions are discussed in open meetings and that no star chamber methods obtain much of our prestige is due.

The unsettled condition of business caused by the great war has made progress more difficult, but a substantial gain in membership has been recorded. Since the 1916 convention, held in Chicago, June 15 and 16, 147 new applications have been received, of which 5 were rejected on account of being ineligible or undesirable. The record of failures and withdrawals from business numbers 73; 12 have been taken from the list on account of being delinquent in dues; and 5 have resigned. The total number of new applicants favorably passed upon by the directors and admitted to membership during the year is 142, which brings the present number of members in good standing to 902.

These figures, while encouraging, do not indicate fully the actual gain of the association, for the strength and quality of the new members admitted is not indicated by them. The fact that the combined financial ratings of the members lost is \$2,950,000, or an average to each member of about \$32,000, against the combined financial strength of the members added of \$10,690,000, or an average of from \$90,000 to \$100,000 to each member, furnishes evidence of gain not afforded by the statement showing numerical gain only.

In this work of interesting new members, greater care than ever has been exercised not to solicit concerns in any way undesirable. As an illustration of the necessity of close scrutiny in this respect it is well to mention the fact that during the past year the association has seen fit to expel two members.

During the year five meetings of the executive committee and board of managers have been held. These meetings were characterized by an intensity of purpose and an attendance rarely seen at association committee meetings, and as at recent annual meetings of the members, none showed willingness to miss any discussions; and the understanding seems to be general that the work of this great organization is of the utmost importance to all engaged in the hardwood business.

At the board of managers' meeting of October 26 several requests from organizations of consumers for meetings with the inspection rules committee were presented, and it was decided to notify all organizations of consumers that it was not expedient to comply with requests for conferences; and that all such associations desiring changes in the present inspection standards be requested to submit their recommendations and suggestions for inspection rules changes, in writing, to the chairman of the inspection rules committee, and assured that full and fair consideration would be given them.

The efficiency of our inspection rules committee has been strengthened on account of this ruling, and economy of time and labor has resulted, as evidenced by the practically unanimous approval of the report of the inspection rules committee, which will be presented at this afternoon's session.

In conformity with Article X, a petition bearing the requisite number of signatures has been presented for the consideration and vote of this meeting as follows:

In conformity with the By-Laws, Article X, we, the undersigned members, petition that Article IX, Section 1, be changed to read as follows:

"The inspection rules of this association can be changed only at an annual meeting by a majority vote of the members present voting thereon."

The meeting will be requested to vote on this change at the close of this report. The matter is one of vital importance; therefore, I recommend it to your careful and intelligent consideration.

The program of this convention has been arranged on a strictly business basis and an effort put forth to insure full discussion of the important business to be transacted. The officers and directors urge upon those in attendance to express their opinions upon all subjects in which they are interested, and hope that none will hesitate to claim the privilege of the floor.

In every way the past year has been an active one and again the records indicate increased demands on the inspection department. It is my belief that the association has successfully met these demands and closes the year stronger in every way than ever before. It has been my privilege to meet a large number of our members during the year, and I have heard expressions from every section that indicate the present force of inspectors in the employ of this association is the most competent and reliable that can be secured. Certain it is, as evidenced by the figures, that a greater degree of uniformity exists today in the application of national rules by the inspection force than ever before.

The figures in detail of the inspection department for the year ending May 1, 1917, showing the quantity of lumber inspected in each market and district, with amounts earned and exact cost of maintenance, are submitted below:

Market	Feet	Earnings	Expense
Memphis, Tenn.....	14,761,406	\$8,344.11	\$7,736.31
Chicago, Ill.....	12,636,103	8,454.37	8,168.51
Grand Rapids, Mich.....	10,465,578	1,533.34	756.61
St. Louis, Mo.....	9,511,477	5,154.86	4,841.51
Minneapolis, Minn.....	7,567,564	4,140.91	3,837.50
Philadelphia, Pa.....	6,719,139	3,879.98	3,149.34
Southern Illinois.....	6,785,399	3,882.05	3,771.85
Cincinnati, Ohio.....	4,980,396	3,102.43	3,838.11
New Orleans, La.....	4,743,793	2,569.61	3,539.47
Louisville, Ky.....	4,649,134	2,784.33	2,517.35
Detroit, Mich.....	3,834,343	2,249.77	2,157.32
Holena, Ark.....	3,711,343	2,193.52	1,671.25
Boston, Mass.....	3,677,001	2,072.21	2,339.78
Buffalo, N. Y.....	3,572,207	1,970.55	1,990.88
New York City, N. Y.....	3,501,402	2,226.87	2,033.23
Toronto, Ontario.....	3,245,959	1,861.33	2,078.92
Mobile, Ala.....	2,722,397	1,481.51	1,621.39
Nashville, Tenn.....	2,534,775	1,412.08	1,773.88
Chattanooga, Tenn.....	2,462,896	1,296.89	1,681.05
Pittsburgh, Pa.....	2,230,688	1,805.86	2,264.64
Bristol, Tenn.....	1,937,922	1,428.95	1,795.76
Clarksburg, W. Va.....	1,804,585	1,388.81	2,087.57
Oshkosh, Wis.....	1,452,112	1,124.54	2,564.93
Asheville, N. C.....	1,312,470	762.66	841.97
Baltimore, Md.....	654,594	8.25	8.25
Michigan Mills.....	54,857,429	2,742.84	
Chief Inspector.....	1,587,717	1,787.65	6,813.93

Of the 176,332,112 feet indicated by these figures to have been inspected under the National Hardwood Lumber Association bonded certificate, official reinspections were requested and applied to 1,587,717 feet, and of that amount the original inspection was found to be in error in excess of 4 per cent money value on 613,485 feet, resulting in claims paid by the association of \$2,930.87. It will be noted that the expense of the inspection bureau exceeds the amount earned by \$4,212.13. This is the first year since 1905 that earnings have not been equal to expenses and it is my belief that this is due entirely to car shortage, although unfavorable weather conditions may have been a small factor. With embargoes on at many points there have been many weeks when the salaried inspectors have



GEORGE E. BREECE, CHARLESTON, W. VA.,
DIRECTOR



C. H. BARNABY, GREENCASTLE, IND.,
MEMBER EXECUTIVE COMMITTEE



EARL PALMER, MEMPHIS,
CHAIRMAN JAPANESE OAK COMMITTEE

been idle; and from all information obtainable it would appear there is very little prospect of relief from this condition for some time to come.

That official national inspection is permanently established cannot be successfully contradicted, and the difference between the bonded certificate of the National Hardwood Lumber Association and other official hardwood inspections is the difference between a certified check and a past due promissory note.

The attention of this membership is again invited to the splendid results being obtained in our reporting department. Volume No. 5, issued in January, contained the annual requirements of over 600 firms, which in round figures produced a total of 1,500,000,000 feet; and Volume No. 6, issued in June of this year, as the second edition of the 1917 work, shows the annual requirements of over 750 buyers, with a total of approximately 2,000,000,000 feet. No association or organization operating for profit is able to secure results of such magnitude, but as a co-operative feature, in which the buyer's interests are advanced jointly with those of the seller, we shall be able to enlarge upon this feature with each issue of the Consumers' Register, and numerous letters from members in every section attest to the value of this service, which is open only to members of this association.

The finances of the association during the past year have been in sound condition, and in view of the loss sustained in the operation of the inspection bureau and the uncertain outlook on the transportation question, it is not unlikely that the present surplus will be found very necessary to the maintenance of the service. All bills and obligations of every nature have been promptly met and on June first there was no outstanding indebtedness of any nature.

The financial showing was so satisfactory that it was moved and ordered that \$10,000 of the association's funds be invested in Liberty bonds.

A resolutions committee was appointed by the chair, the members of which are Earl Palmer, Memphis, Tenn., chairman; J. B. Wall, Buffalo, N. Y.; J. V. Stimson, Huntingburg, Ind.; Theodore Fathauer, Chicago, and W. C. Hull, Traverse City, Mich.

The committee appointed on officers' reports consisted of E. V. Babcock, Pittsburgh, chairman; J. W. Dickson, Memphis, Tenn., and W. W. Knight, Indianapolis, Ind.

The National Chamber

The work done in the interest of general business by the Chamber of Commerce of the United States was made the subject of an address by Gardner I. Jones, Boston, Mass. This national body pushes its activities into all lines of country-wide scope. The fifth annual meeting of the body was held in Washington, D. C., January 31 and February 1 and 2 of this year. Its membership is found in all parts of the country.

Report of Committee on Japanese Oak

The situation with regard to the importation of Japanese oak, particularly on our Pacific coast, was made the subject of a report by a committee of which Earl Palmer was chairman. The Japanese are able to lay down their oak in California, Oregon and Washington at prices which cannot be met in that region by the sellers of eastern oak. The Japanese wood threatens to reach other American markets

besides those of the western coast. On account of scarcity of ships and the consequent high freight charges, the imports of the oak from Asia have declined during the past year, and until a change in carrying facilities is brought about it was not deemed necessary to take particular action against the foreign wood; but when the freight situation changes the way will be open for an increased invasion of this oak. Two remedies were suggested by the committee, one consisting of an increase in duty on the foreign wood, and the other calling for a reduction of the freight rate on eastern oak shipped to the Pacific coast; but no steps were taken to put either remedy into effect at this time. The report follows:

At the annual meeting one year ago, a resolution was adopted authorizing the appointment of a committee to investigate and, as far as possible, to combat the invasion of the markets of this country by oak produced in Japan, which, in a large degree, was superseding American oak in the West coast markets and threatening to become a dangerous competitor in all other markets in this country.

It is the purpose of this report to set forth what has been attempted and accomplished by this special committee and to submit its views regarding action on the part of the lumbermen which it believes to be necessary in order properly to protect these markets in the interest of the home-grown product.

At the present time no emergency exists demanding immediate action, because during the past year there has been but little importation of Japanese oak into this country. It would be gratifying to me, as chairman of this committee, if I could truthfully claim that the deluge of this kind of lumber which threatened to engulf the Pacific coast markets had been checked by the efforts of this committee; but veracity forbids such a claim. In fact, as will later be disclosed in this report, the efforts of the committee were not crowned with any degree of success at any point of the lines along which it worked. The real reason for the diminution which has occurred in the importation of Japanese oak is due to the prevailing shortage of shipping. But, while the end to be accomplished by this committee has been achieved temporarily by another cause, it should be fully understood by the lumbermen of the country that the abatement in the importation of Japanese hardwoods is only for the time being—perhaps during the duration of the war, and as soon as ships once more are available to carry this lumber, the process of dumping it on our shores will be immediately resumed, unless some effective action is taken to resist the invasion.

The folly of relying upon any sentimental objection to the use of Japanese oak, even when founded on sound business logic, to assist in bringing about its exclusion from our markets is best illustrated by the failure of this committee in three instances to obtain the adoption of American oak as against Japanese oak in buildings which were to be constructed on the Pacific coast.

The first instance was that related to a new office building proposed by the Southern Pacific Railroad, which was to be constructed in San Francisco, and which is doubtless under way at this time. The interior trim of this building was reputed to call for about 150,000 feet of oak, and the specifications originally called for wood of Japanese variety.

This committee, immediately upon its appointment, sought to have the specifications changed to American oak. The matter was taken up with William Sproule, the president of the Southern Pacific Railroad. It was urged that of all consumers of lumber a transcontinental railroad, whose business in part was the transportation of hardwood lumber from producing points in the central states to the Pacific seaboard, could least afford to

encourage the importation of a foreign product which paid no tribute whatever to any railroad in this country; that any difference in the cost of the oak which was to enter into the new building in favor of the Japanese product as against American oak would be more than offset by the revenue that would result to the Southern Pacific Company in the transportation of the particular lot of lumber going into the building, for the committee offered to guarantee that every board of the stock, if purchased in this country, would go West over Mr. Sproule's railroad, and that the prestige that would accrue to the Southern Pacific Railroad as a result of its support of our home market would be an asset of material value. But, while the representations of the committee were received in a most courteous manner, it was decided after a very voluminous correspondence that the only concession that could be made was to amend the specifications to read oak instead of Japanese oak, thus allowing the producers or dealers in American oak to submit bids on their product—but that price was to be the determining factor; and, as a foregone conclusion, American oak lost out.

The same set of conditions was presented in the construction of another building in San Francisco by the Savings Union Bank & Trust Company, a considerable portion of the space in which having been contracted to the Santa Fe Railway. Japanese oak had been specified as trim for the building. This committee took the matter up with Mr. Ripley, president of the Santa Fe, who disclaimed any authority in the matter of the construction of a building in which his company were only to be tenants, but offered to use his good offices with the owners of the building to have the specifications amended to include American oak—which I believe was done; but, owing to the difference in price, American oak lost out.

Then, again, the University of California proposed to erect two new buildings on the campus at Berkeley, the Benjamin Ide Wheeler Hall and the Hillgard Hall. As before, Japanese oak had been specified. The matter of changing the specifications was taken up with the regents of the University along the lines that it was inconsistent for an institution owned by the state of California to lend encouragement to the producers of Japanese oak when all of the traditions of the state had been in opposition to all things oriental, going so far as to almost project this country into war by the passage of anti-Japanese legislation; but all the satisfaction that the committee obtained was the promise of consideration to the representations it made. The matter was later taken up with Gov. Hiram Johnson, ex-officio member of the board of regents, and a reply was received from his secretary, under date of October 2, that the governor was absent from town, but as soon as he returned he would give the matter his attention and advise the committee. He evidently never got back, because the committee has not heard from him up to this date, and Japanese oak went into these two buildings—because of difference in price.

The conspicuous failure of the committee in these three instances to accomplish anything for American oak by the power of moral suasion teaches the lesson that a sentimental theory stands no show of winning when placed in opposition to an economic fact.

There are, however, two methods which can effectively be employed to restrict the invasion of our markets by Japanese hardwoods—methods which should be employed conjointly. One is to increase the cost of Japanese lumber when landed on our shores by levying a duty that will equalize the difference in the cost of production existing between American lumber and Japanese lumber; and the other is by maintaining as low a level of prices on American lumber in the West coast market as possible by the maintenance of reasonable freight rates from producing territory to the coast.

This government has appointed a Foreign Trade Extension Committee to develop the trade of this country in other lands after the war is over. This is doubtless well; but the government should be quite as interested in the preservation of its home market as it is in the extension of our trade to foreign markets; and the committee believes it will be, if the case is properly presented at an opportune time—which is, probably, not now. It would, in the judgment of the committee, be in rather bad taste at this time to start an industrial conflict with one of our allies; but when the proper time comes, when the great readjustment takes place after the war is ended, when all the countries of the world once more recast their spears into pruning hooks and their swords into plowshares, it will be up to this country to look alive to the industrial and commercial interests of its own citizenship, and it will also be well for the lumbermen to be fully organized and prepared to demand full and complete protection to their interests.

In the meantime sight should not be lost of the matter of freight rates on lumber to the Pacific coast. An adequate attempt should be made to develop the mutuality of interests that exists between the producers of hardwood lumber and the transcontinental rail lines to the end that each may co-operate with the other to exclude from this country that which menaces the interests of both.

While this association took the initiative in the effort to restrict the importation of Japanese hardwoods, it is not now fighting the battle alone, but its efforts are being ably seconded by the American Oak Manufacturers' Association, the Oak Flooring Association, and by many other organizations whose interests are either identical or allied.

It is the judgment of this committee that the committee should be continued (though not necessarily in its present personnel) in order that the work already begun under the auspices of this association may be carried on until the object sought for has been satisfactorily accomplished.

Report of Inspection Rules Committee

John W. McBurne, chairman of the Inspection Rules Committee, read the following report for his committee:

In considering the subject of inspection rules certain fundamentals must be kept steadily in mind. Inspection rules do not lead trade into new channels; they follow and in a sense standardize merchandising methods by describing and defining accurately grade-values which have developed and have been recognized in the customs of the trade. Thus a buyer and shipper, though separated by a great distance, may arrive at an immediate understanding of the standard of grade-value and leave only the price to be agreed upon.

Again, inspection rules do not put value into lumber, but can only describe the value which is contained in the lumber. Just to the extent that rules describe uniform grade-values which meet the needs of our customers do they enable us to realize more uniform prices for our product. Thus do inspection rules become a leading factor in good merchandising.

It might be well to recall that the time was when even the necessity for inspection rules was a much-argued question. Now that the necessity is freely admitted and this association stands as a concrete expression of that necessity, we should bear in mind that the necessity for a standard of inspection is of far greater importance than the rules themselves. If the rules honestly and fairly attempt to describe the grade-values accepted by the trade, slight imperfections in the rules themselves may be overlooked for a time, and corrected later as the defects become apparent. Changes in the customs of the trade and changes in manufacturing conditions sometimes make necessary certain changes in the rules, so that our inspection rules are continually in a state of evolution, although they are founded upon principles which are themselves unchangeable. Stability in our grading rules is desirable in the sense that the rules should not be changed to conform to every passing fluctuation of the trade, but there is a vast difference between stability and inertia. If rules are never changed to meet the greater tides of trade they will be overwhelmed and rendered dead and useless by the very tides they attempt to resist. No material changes have been made in our rules for a period of four years.

The report of our committee has been in your hands for more than thirty days, and doubtless has received your careful thought and study. Our report speaks for itself. These recommendations represent the unanimous judgment of the committee, and furthermore represent a great amount of time, study, thought and effort. These men, who may be said fairly to represent every branch and every section of the hardwood trade, have come together on the ground of mutual helpfulness and co-operation, have dropped selfish and sectional interests, and have approached this work in a broad and generous spirit. The fact that all differences among our committee were harmonized leads us to feel that the result of our work will be acceptable to you. Since our report was completed our nation has been drawn into the great world conflict, and we are living daily amidst events of such tremendous importance to the future of the race, to humanity and civilization that the mere discussion of inspection rules, a matter which otherwise might be considered of vital importance to our business, seems to sink into insignificance by comparison.

Our committee has made an earnest effort to recommend only such changes in the rules as will conform to changed conditions in the trade, and such additions to the rules as are made necessary by new demands for our inspection service.

The changes recommended are few. Your interest will be directed principally to the proposed rule for selects. On account of the wide spread of values between our present grades of firsts and seconds and number 1 common, a strong demand has arisen for an intermediate grade. We have recommended a grade of selects describing boards which will grade not below seconds on the best face, and not below No. 1 common on the reverse side, and admitting into the grade other boards of equal value. We believe the rule we have recommended is a practical and workable rule and that all practical inspectors will agree that this is just their idea of what a grade of selects should be.

The proposed rule for wagon box boards is a practical rule which meets all the requirements of the wagon manufacturers, and at the same time produces a larger percentage of box boards from the log run product. This is brought about a condition of mutual advantage to the wagon maker and the lumberman, since the percentage of box boards produced under the present rule has been so small as to run the prices up to very high figures.

Under the head of additions to the rules, the most important feature is the recommendation of an entirely new and independent set of inspection rules for cypress. A great deal of time and thought was put into the construction of these rules, especially by those members of our committee manufacturing and interested in cypress. Demands from the membership of the association interested in cypress urged upon us the necessity for the adoption of cypress rules independent of any other association and in constructing the proposed rules, your committee has endeavored to follow as much as possible the general plans and principles upon which are based our rules in their entirety, and at the same time describe the grade-values adaptable to a large proportion of the cypress-consuming trade. We believe that the proposed rules will appeal to and have the support of a majority of the cypress trade.

The proposed rules for bending oak describe accurately the special

requirements of this class of trade and represent a growing factor in the hardwood business.

The proposed rules for oak construction material are practically copied from the Master Car Builders' specifications which are the recognized standards for this class of material. Our association has many demands for inspection service on this material and we therefore earnestly recommend that these rules be adopted as part of our regular rules.

Under special inspection we recommend the rules for "No. 1 common face" and "No. 2 common face," which are the same as our present rules for No. 1 and 2 common except that the "face" grades are inspected from the best face of the board. These special grades are used to advantage in certain lines of trade and the adoption of these proposed rules under "special inspection" will enable those of us who care to make these grades to ship them on legalized rules, and in case of necessity obtain national inspection certificates for them, without attempting to standardize these grades. The same remark applies to the recommendations for a "No. 2 common clear cutting" and "No. 2 common sound cutting" grades.

The slight additions recommended in mahogany rules are self-explanatory.

In the proposed rules for No. 2 wagon stock we have attempted to describe clearly the class of material which is now rejected from No. 1 wagon stock under our present rules, but which can be used to advantage by the wagon makers for lower grade wagons and vehicles. We believe the proposed rules are practical and that if adopted they will prove acceptable to a large majority of the wagon trade.

The volume of dressed hardwoods shipped by our members is gradually increasing, and doubtless will continue to increase in the future. The necessity for a general rule to cover dressed stock in all hardwoods is therefore apparent, and we believe the rule which we propose will be found practical, workable and fitted to the requirements of the trade.

In closing, allow me to express publicly, as chairman of the committee, my appreciation for the loyalty, the enthusiasm, and the earnest efforts of the members of the committee in solving the many problems which were presented for consideration.

Inspection Rules Changes

The association had before it a petition to change the by-laws so that a majority present and voting could carry a motion, instead of a two-thirds vote as in the past. The vote was 114 in favor of the change and 101 against. The affirmative vote not being two-thirds, the motion was lost, and the old rule of two-thirds remains.

That matter being out of the way, the association turned its attention to the proposed changes in the inspection rules. That was regarded as the most important matter coming before the meeting, and the contending forces were lined up to urge their respective views. It was agreed to take up the proposed changes, item by item, and discuss each separately.

The changes one after another were adopted without much discussion and without a dissenting vote until that relating to cypress was reached. It was opposed by E. E. Sykes, a large manufacturer of cypress, who argued that the proposed change would make the sale of his product more difficult. The opposite view was maintained by others, and when the vote was taken, the change carried unanimously.

The changes affecting the inspection of bending oak encountered some opposition, but the motion carried, as all proposed changes had up to that point; but the next was in for defeat. It related to the inspection of "oak for construction" work, chiefly car oak. After a short but vigorous discussion the proposed change was voted down. The rest of the recommendations of the committee were adopted, and it was ordered that the changes take effect January 1, 1918.

The recommendation that a legislative committee be appointed was approved, but the names of the committee men were not announced. The duties of the committee will consist in watching legislation, chiefly before Congress, that may affect the interests of the association.

A resolution was adopted to the effect that referenda of the Chamber of Commerce of the United States, when received by the secretary of the association, be referred to all the members by mail for consideration and reply, and the answers be tabulated and returned to the Chamber of Commerce in due form. This rescinded the action taken at the Buffalo meeting, delegating authority to the board of managers to vote on matters connected with the Chamber of Commerce.

The association voted to appropriate \$1,000 to the funds of the Red Cross.

Election of Officers

President Woods appointed a nominating committee composed of J. V. Stimson, Huntingburg, Ind.; T. M. Brown, Louisville, Ky.;

C. W. Kramer, Richmond, Ind.; Horace F. Taylor, Buffalo, N. Y.; and George F. Kerns, Chicago, Ill. The candidates who were placed in nomination and subsequently elected, were:

PRESIDENT, John M. Woods, to succeed himself.

FIRST VICE-PRESIDENT, J. V. Stimson.

SECOND VICE-PRESIDENT, John W. Dickson.

THIRD VICE-PRESIDENT, C. A. Goodman.

The nominating committee reported the following candidates for directors for a term of three years, and they were elected:

C. H. Barnaby, Greencastle, Ind.

T. A. Washington, Nashville, Tenn.

Edward Buckley, Manistee, Mich.

W. E. Chamberlin, Boston, Mass.

W. J. Hetherington, Toronto, Ont.

George M. Morgan, Cincinnati, Ohio

M. J. Quinlan, Soperton, Wis.

W. H. Russe, Memphis, Tenn.

A resolution was passed placing the association on record in a protest against the reconsignment charges proposed in I. C. C. Docket, I. & S., 1050, as unfair and unwarranted, considering the expense of the service rendered.

No Money for European Investigation

The association voted down a motion to contribute \$1,500 toward the cost of sending four commissioners to Europe to investigate the market for lumber. The request for the contribution came from R. H. Downman, president of the National Lumber Manufacturers' Association, who stated in his letter to Secretary Fish that he was having a hard time raising money to send the commission abroad. The commissioners, Messrs. Walker, Simmons, Brown, and Oxholm, have been appointed and are now touring the United States preparatory to going abroad for a two years' stay. The government agreed to furnish part of the expense, and lumbermen are expected to supply the balance. It is understood that a fund of \$60,000 will be needed. The hardwood association turned down the proposal to subscribe, because, according to the views of those who spoke on the subject, the money might better be spent to further the work of their own association.

ENTERTAINMENT

The entertainment consisted of the two usual features, the banquet on the first night and the stag party and smoker on the second night. The banquet was the usual elaborate affair and was held in the convention hall. It was fully attended and completely successful in every way.

The program presented at the smoker, with which was combined a beefsteak dinner on Friday night, was somewhat different from previous programs, for in addition to the former entertainment there was provided an extensive and varied list of wrestling and boxing matches at various weights. Good action was staged, stallers seemingly having been barred altogether.

The most amusing feature was a wrestling bout between two heavyweights, one being announced as the sparring partner of Jess Willard. These two men staged a first-class imitation of a real fight and had everybody in the hall guessing as to whether or not they were really in earnest right up to the last minute, which culminated in a two-fold knockout after they had changed from wrestling to fighting with mits, apparently in order to settle the score each held against the other.

The crowd was entertained during the matches by the remarks of Max Sondheimer sent through the ropes. Max never failed to meet a situation with some timely injunctions to one or the other of the athletes until a wrestling bout was announced between a tall, red-headed wrestler with a German name and a swarthy, close-cropped individual who was introduced as "the terrible Turk." This combination seemed to have Max stopped, but he finally got a laugh by enjoining the red-headed person to win the bout by capturing the Dardenelles.

To have a belt tighter than is necessary for the work not only shortens the life of the belt, but is also hard on journals. It is necessary to impose a little hardship here, though, as a factor of safety against the belt slipping and failing to do its work right.



Lumber Yard Sanitation



In civilized society it is considered a crime to permit preventable diseases to go unchecked. There are quarantines, disinfections, sterilization, and isolation camps for the purpose of preventing the spread of disease and effecting its cure.

A bulletin, bearing the number 510 and published by the government bureau of plant industry, outlines a system for securing greater sanitation for lumber yards; that is, a method of preventing great loss of lumber by decay. It is to be accomplished by quarantining against decaying wood and shutting it out of yards; disinfecting the premises which contain the germs of decay; sterilizing the lumber to prevent its becoming a field for the culture of decay organisms; and isolation areas in which to set apart material too badly decayed to be worth saving. This, in short, is the plan proposed in the bulletin which is the work of C. J. Humphrey, pathologist in the Bureau of Plant Industry. The bulletin's title is: "Timber Storage Conditions in the Eastern and Southern States with Reference to Decay Problems."

The loss of lumber by decay in yards is great, and while not wholly preventable, it might be reduced to a low point by proper means of sanitation. The author of the bulletin inspected many lumber yards in the eastern and southern portions of the country and noted carefully the conditions which are unfavorable to a healthy condition of the lumber. The principal of these follow:

Many of the yards are located in damp situations.

Crops of weeds are permitted to grow about the premises, conducing to dampness and poor ventilation.

Quantities of decaying wood are scattered about the ground, supplying culture beds for germs of decay.

The foundations of the lumber stacks are of unsound wood, thereby communicating decay to the superimposed material.

Unsound sticks are employed in piling lumber, and do the same harm as unsound foundations.

Frequently lumber is left too long unpiled, and decay gains access to it and afterwards it is hard to check.

Foundations are not high enough above the ground, and circulation of air beneath the piles is hindered, thereby hastening the process of decay.

Most or all of these conditions may exist in a single yard, or only one or two of them may be present, but the presence of a single one may have serious results in promoting decay of good lumber. Much more attention is paid to lumber yard sanitation than formerly. Usually the large yards are kept in excellent condition.

Decay prospers only on decay. The germs which produce decay originate in rotting wood, and the wind scatters them far and wide and in countless numbers. They fall on sound lumber and infect it, if conditions of dampness are favorable. Good ventilation quickly dries the surface of wood, and germs falling there fail to grow. That emphasizes the importance of having air circulating all around and all through piles of lumber. Even though the germs of decay are present, they can do no harm to wood if the surface is kept dry, or if it dries quickly after being wet.

The necessity of keeping a lumberyard clean of all decaying wood is evident. By doing so, the danger of loss by rotting off lumber is greatly lessened. It should be constantly borne in mind that a pound of rotting wood often has it in its power to contaminate a carload of clean lumber. It is not sufficient to remove the decaying trash simply beyond the borders of the yard. The wind will carry the germs back into the yard. All trash should be burned, or at least be transported far beyond the premises.

Sometimes a yard is covered with a thick layer of sawdust, under the mistaken notion that by this means a dry yard is provided for the lumber. Such a yard is almost certain to become a swarming ground for decay germs and of course the lumber piled there cannot escape.

The ground on which lumber is piled should be clean and clear of all decaying matter. It should have the best ventilation possible, over, under, between, and through the piles.

It will contribute to the good conditions of a yard if the foundations are of wood which has been given preservative treatment to

hinder decay. Some progressive lumbermen provide concrete foundations, and these, of course, are proof against decay and can do no injury to lumber which comes in contact with them.

Stirring Meeting of Open Price Members

Members of the open competition plan of the Hardwood Manufacturers' Association, in session at Memphis, Saturday, June 9, refuted the claim that lumber interests are trying to hold up the government on its lumber requirements by voluntarily agreeing to furnish the white oak timber needed for the framework of 100 wooden ships to be constructed by the federal shipping board at cost, if not at less than actual cost.

Memphis members led in the movement by volunteering to provide 20 per cent of this quantity of timbers among themselves, and members from outside points were quick to follow with pledges for the remaining 80 per cent.

W. E. DeLancy, Lexington, Ky., who is on the sub-committee on lumber of the committee on raw material, Council of National Defense, delivered a patriotic appeal to the lumbermen to forget profits in the present hour of need of the government and to supply the latter with whatever raw material it needed in its preparation for the defense of the country and for participation in the European war at cost. He contrasted the position of business men with that of the young men who are going to the front, and intimated that the sacrifice of profits on the part of the former was necessarily small as compared with that of the latter, who are risking their lives and who are going into battle in the prime of their manhood and on the threshold of their business or professional careers.

He followed by giving the specifications, and the lumbermen responded with enthusiasm and with promptness. It was pointed out that only sturdy timbers could be used and that it would be necessary to select the trees from which these are to be made, thus necessitating long and expensive hauls. It was likewise emphasized that special machinery would have to be installed to make these timbers. It was still further pointed out that the supplying of these timbers might result in actual loss. But the lumbermen were determined and they showed their willingness to take the chance.

The Memphis lumbermen who agreed to divide twenty per cent of the order among their firms follow: H. B. Weiss, George C. Brown & Co.; Ralph May, May Brothers; J. F. McSweyn, the Memphis Band Mill Company; C. L. Wheeler, J. W. Wheeler & Co.; M. B. Cooper, the Three States Lumber Company; and R. L. Jurden of Penrod, Jurden & McCowen, Inc. These gentlemen will hold subsequent meetings at which this order will be parceled out and at which it will be decided what special machinery is needed and where.

There was considerable discussion of the condition of the market. Particular emphasis was laid on the value of both stock and sales reports and it was urged that the lumbermen make their reports to the secretary of the association promptly in order that all who are working under this open competition plan may have the latest and most complete data on which to base their transactions.

President B. B. Burns of Huntington, W. Va.; F. R. Gadd, assistant to the president, and M. W. Stark, St. Albans, W. Va., chairman of the open competition plan, were among the prominent members of the association present at the Memphis meeting.

Inspecting machine knives when they come from the maker should be strictly attended to. A good straight-edge for this work is one of the necessities. Take a knife on the ends of the fingers with one hand, and the straight-edge in the other. Try it lengthwise first and see if it fits evenly all the way, especially where the steel is laid on, and then back at the slots. If any crooked places are found, they should be corrected before using. Now lay the straight-edge crosswise and note whether it is a little crowning or not. A knife should be perfectly straight lengthwise, and, if anything, a little concave on the cutting side.



Reading left to right, top row: The new President, J. W. Embree, in the center; Just posing—no introduction needed; Ralph Bond, Geo. T. Mickie, E. L. Thornton and L. E. Rollo. Middle row: Two "Bills"—Bader and Lang; F. R. Gadd, E. A. Lang, R. L. Jurden, E. A. Thornton; John J. Schillo and Francis L. Johnson, Jr. (the man who kept everybody happy). Bottom row: R. L. Bunch to the rescue with reserve artillery; Figuring a difficult angle; John Schillo, Bill Lang, O. A. Ol en, C. B. Braffet, R. H. Newman—They wish they had learned when they were younger.



Chicago Golf Annual



The eleventh annual tournament of the Lumbermen's Golf Association of Chicago was featured by an exciting play off between Addison Stillwell of Chicago and W. J. Foye of Omaha. In the championship event these two contestants tied after 36 holes of play, and the play-off occurred on the first hole, which is 512 yards long. Both played corking good golf, but a missed putt

placed Mr. Foye's ball 15 feet beyond the cup. Stillwell won by a wonderful shot from a sand ridge, which placed his ball within 8 feet of the cup and he "holed out" in a four, thus giving him three legs on the cup, he having won previously in 1914 and 1915.

A perfect day made the play thoroughly enjoyable, the showers holding off until everybody had finished and all were homeward bound.

The following is a list of the contests and winners in each event:

Championship Cup Presented by Lumbermen's Golf Association of Chicago; lowest gross score 36 holes, medal play. Won by Addison Stillwell. Runnerup, W. J. Foye, of Omaha.

The American Lumberman Cup Lowest gross score, 18 holes, afternoon play. Won by W. J. Foye, 83.

The Stillwell Cup Lowest gross score, 36 holes, morning and afternoon play. Won by Ike Lincoln, 183, both Stillwell and Foye being barred on account of winning other cups. Cup presented by Addison Stillwell.

The Lumbermen's Association of Chicago Cup—Lowest net score 18 holes, afternoon play, full handicap to apply. Won by F. E. O'Dowd, 82.

The Hettler Cup Match play against bogey, 18 holes, afternoon play, $\frac{3}{4}$ handicap to apply. Won by J. D. Perry, 4 up. Cup presented by Herman H. Hettler.

The President's Cup—Best choice net score, 18 holes, full handicap to apply. Won by E. A. Engler, 73. Cup presented by the president, Herman H. Hettler.

S. O. Knudson Trophy—Approach and putting contest on ninth hole. Won by Ralph Jurden, of Memphis, in competition with W. L. Sharp, of Chicago. Presented by S. O. Knudson.

John O. Nessen Trophy—Best net score on odd holes, afternoon play, full handicap to apply. Won by George Osgood, 25 net. Presented by John O. Nessen.

H. F. Hooper Trophy—Lowest gross score, morning or afternoon play,

made on designated hole. John Hansen and V. F. Mashek tied, with a 3. During the presentation of trophies in the evening, Hansen won the toss and the trophy.

Half Century Trophy Won by C. M. Smalley. Presented by J. L. Lane and W. L. Sharp.

Flight events, medal play, full handicap to apply, afternoon play.

First Flight Trophy—Won by E. C. Crossett, Dubuque, 84. Presented by C. F. Thompson.

Second Flight Trophy Won by C. J.

True, 86. Presented by Fred Burnaby.

Third Flight Trophy—Won by L. E. Rollo, 85. Presented by C. J. True.

Fourth Flight Trophy Won by J. C. McLachlin, 89. Presented by W. B. Swift.

Fifth Flight—Won by H. H. Hettler, 100. Presented by James S. Kemper.

There were 91 contestants in the matches, some of the leading scores being as follows:

	A. M.	P. M.	Total
A. Stillwell, Chicago.....	83	87	170
W. J. Foye, Omaha.....	87	83	170
E. A. Engler, Glen View.....	88	85	173
I. W. Lincoln, Flossmoor.....	93	90	183
E. C. Cossett, Rock Island.....	96	90	186
F. E. O'Dowd, Glen Oak.....	93	94	187
R. L. Jurden, Memphis.....	93	94	187
G. J. Pope, Skokie.....	94	98	192
H. Knapp, Indianapolis.....	95	98	193
G. H. Bristol, Maywood.....	99	95	194
J. W. Carey, South Shore.....	100	96	196
M. Ransom, Nashville, Tenn.....	98	100	198
J. D. Perry, Evanston.....	102	96	198
E. Kanyon, Westmoreland.....	98	100	198
E. C. Mueller, Rock Island.....	99	99	198
F. M. Baker, Beverly.....	102	96	198
C. M. Smalley, South Shore.....	96	103	199
J. W. McCurdy, Westmoreland.....	97	104	201
L. E. Rollo, Flossmoor.....	102	100	202
P. Stone, Rockford.....	102	101	203
E. A. Thornton, Ridgemoor.....	101	103	204
H. R. Foster, Exmoor.....	101	104	205



FLOSSMOOR COUNTRY CLUB HOUSE



READING FROM LEFT TO RIGHT: C. C. PADDLEFORD, PRESIDENT OF THE FLOSSMOOR COUNTRY CLUB; E. L. THORNTON, "BILL" MORRIS, C. M. SMALLEY, L. W. CROW, C. F. THOMPSON, ELMER H. ADAMS, GEORGE J. POPE, J. D. McCURDY.

C. F. Thompson, Flossmoor.....	105	100	205
Fred Burnaby, Westmoreland.....	98	108	206
F. Burns, Westmoreland.....	110	99	209
R. A. Bond, Exmoor.....	107	104	211
V. F. Mashek, Exmoor.....	105	110	215
J. W. Embree, Flossmoor.....	109	106	215
C. A. Flanagan, Beverly.....	106	110	216
A. M. Richardson, Ridge.....	104	112	216
E. A. Lang, Westmoreland.....	113	107	220
F. R. Gadd, Cincinnati.....	108	112	220
W. Powell, South Shore.....	115	107	222
B. F. Masters, Westward-Ho.....	109	113	222

After the play was over the members and guests sat down at an enjoyable dinner in the club house, following which came the regular annual meeting, President Herman H. Hettler being in the chair. The

cups and other trophies were presented at this session. As usual the winners were called upon to fill the cups for the benefit of themselves and the other guests. At the election the following officers were chosen for the coming year:

PRESIDENT—J. W. Embree.

VICE-PRESIDENT—C. M. Smalley.

SECRETARY AND TREASURER—Frank Burnaby.

DIRECTORS—Addison Stillwell, E. V. Mashek, E. A. Lang, Ralph Bond, and F. C. Gifford.

Everyone participating and enjoying the hospitality of the association is still appreciative of the very pleasant arrangements and excellent service provided by the Flossmoor Club. President C. C. Padleford going around the course, personally saw to it that the visitors' needs were met on every occasion.

Michigan Hardwood Annual

The Michigan Hardwood Manufacturers' Association held its annual meeting June 14, at Hotel Sherman, Chicago. The meeting came a month earlier than the time originally set, the change being to conform to the date of the meeting of the National Hardwood Lumber Association in Chicago. Many members of the Michigan association wished to attend both meetings, particularly for the purpose of acting upon proposed changes in grading rules which would come before the national body.

The Michigan meeting was presided over by W. C. Hull, chairman, with J. C. Knox, secretary. Although important business was before the meeting, it was speedily transacted. This was the association's eleventh annual meeting.

Because of the early date of the meeting, some of the reports could not be made because the statistics had not been fully collected and tabulated. Among the reports omitted are those of the treasurer and of the quarterly stock. The latter is in a measure furnished in the market conditions report, quoted in full below.

In speaking of the fifteen per cent advance in freight as proposed by the railroads, Secretary Knox said:

All the railroads in the United States have filed with the Interstate Commerce Commission supplements to their tariffs making a uniform advance of 15 per cent in class and commodity rates, and hearings as to the reasonableness of such rates is now being held before the commission in Washington, D. C. It is significant that the southeastern lines in this hearing have given up any idea of undertaking a 15 per cent advance on lumber, but instead these roads have announced that they were preparing for an advance of one cent per hundred pounds in order to avoid change in relationships.

In order to protect the Michigan shippers from any greater advance on lumber and forest products moved within the state of Michigan than those outside of Michigan, we have filed a formal protest with the Michigan Railroad Commission at Lansing, asking that the commission fully protect the lumbermen of Michigan, and we have reason to expect that this will be done.

MAPLE AS FINISH

The secretary gave the result of a canvass of the members of the association to ascertain how they stand on the proposition of advertising maple as finish lumber. There seems to be sentiment in favor of it, and it has been proposed that a special committee be appointed to handle the matter.

A number of manufacturers bought Liberty bonds and are selling them on the installment plan to employees.

A number of former members who have cut out their holdings on the lower peninsula but are interested otherwise in lumber, wish to retain their membership in the association. The secretary asked for authority to enroll them as honorary members. The authority was granted, and Case & Croster of Kingsley, Mich., and J. S. Weidman, Mt. Pleasant, Mich., came in under the provision, while the F. W. French Lumber Company, Battle Creek, Mich., was admitted to active membership.

FOREST FIRE REPORT

J. L. Morford, forest fire warden, submitted a report covering work from May 1 to June 11. Patrol service begins May 1, but weather conditions were favorable, and only a portion of the force was needed at the beginning. From May 11 to 21 seven fires burned and heavy losses resulted, principally of cordwood in slash. Since that time rain

has been abundant and the rank growth of vegetation now lessens danger from fire. Sixty fires in all were reported, running over 13,998 acres. The causes follow: Cigarettes 1, fishermen 2, railroads 8, settlers 22, unknown 27. The loss in forest products is placed at \$13,208.

The number of fires caused by settlers seems unusually large, this can be attributed to a great amount of acreage cleared for crop purposes. Each settler seems anxious to crop every available acre. The settlers have used every care that circumstances would permit and given their co-operation when needed to suppress fires.

Unknown causes seem responsible for the greatest percentage of fires. In many cases where chemical wood burned, circumstances point towards incendiarism but no positive proof available at this time. All of our large losses have occurred in localities having an unusual quantity of cordage piled in slash, and aside from one or two exceptions no real cause is traceable.

MARKET CONDITION REPORT

The market condition report, presented by Charles R. Abbott, chairman of the committee having that work in charge, submitted the following report:

Our meeting was held this day at the Hotel Sherman, Chicago, where we were in conference with the bureau of statistics and educational information of the Northern Hemlock and Hardwood Manufacturers' Association.

The calling of our midsummer meeting one month in advance made it necessary to forego the collection of stock statistics at this time, hence your committee is not in position to render a very detailed report along that line. However, the report of shipments and production for the months of April and May reveal the fact that both hardwood and softwood stocks are steadily being decreased as follows:

Hardwoods	5,273 M ft.
Hemlock	2,937 M ft.
Other Softwoods	1,247 M ft.
	9,457 M ft.

To put it in another way, shipments during the past two months have been 9% greater than production. The general condition of the market is very strong, both as to hardwoods and hemlock. The attached list of values, as near as we are able to judge, represent what the various items are worth today.

The demand for all thick and high grade hardwood stocks will without doubt exceed the production available for consumption during the balance of the year. Those stocks are all taking care of themselves and no further comment is necessary.

It has been called to your committee's attention that there is a concerted action on the part of the Chicago and other box manufacturers to hammer down the price of low-grade or No. 3 common hardwoods. We are also advised it is a question whether or not the box men will be able to secure enough lumber at any price with which to fill their orders. Are the manufacturers who go to make up this association willing to sit still and allow their customers to pay them a price for 35 to 40 per cent of their production which is less than the cost of producing same? We hope not. Consider the increased cost to the producer of labor and the scarcity of same, as well as all other costs, and compare it with the price of No. 3 common hardwood of today. Are we getting enough for it? No.

We know of a contract for a large number of cars of boxes which was made today on the basis of \$20.00 per thousand for the No. 3 common at point of shipment.

We wish to quote from the report of this committee made in July, 1916, as follows:

The Chicago market in particular has held off long enough to secure some concessions on No. 3 common to which they are not entitled, based on the laws of supply and demand, and the same firmness on our part would have caused all these culls to have moved at prices last recommended. So "our hat's off to them" but let us see to it another year that they do the "lid lifting" in order that they may have a more proper and abiding respect for us.

Gentlemen, are we to continue the "lid lifting?" No, not this year.

HEMLOCK BARK

Hemlock bark is a commodity in which we are all very much interested at this time.

The users are working along the old line, offering the same old excuses that they do not require as much bark and cannot afford to use it except at about last year's price, in the hope that the producer will hand them a nice fat dividend by accepting what they care to offer, in order to close the deal and get over to the bank and buy a liberty bond. It is up to the producer to get what his bark is really worth, and he can then go and buy several liberty bonds. Your committee has reliable information that the bark consumption this year will be equal to and in fact greater than

last. We also know the production will fall about 50 per cent below that of last year.

We also believe our members are going to sell their bark at its actual worth, and we hope they have anticipated this by placing generous orders for those liberty bonds.

THE ELECTION OF OFFICERS

The work of a nominating committee was dispensed with and the old officers were re-elected by acclamation, as follows:

PRESIDENT—W. C. Hull, Traverse City.
FIRST VICE PRESIDENT—T. W. Hanson, Grayling.
SECOND VICE PRESIDENT—O. L. Larson, Manistee.
TREASURER—H. Ballou, Cadillac.

The secretary, J. C. Knox, will be reappointed by the board of directors.

The association met in joint session with the Northern Hemlock and Hardwood Manufacturers' Association to discuss sales to the government. The result of the meeting is given in the report of the meeting of the hemlock association following.



Hemlock and Hardwood Meeting



The Northern Hemlock and Hardwood Manufacturers' Association held its mid-summer meeting at the Sherman Hotel, Chicago, June 14. R. B. Goodman was selected as temporary chairman to act in the absence of both the president and vice-president who were unavoidably absent on important business. President J. J. Lingle had been on an extended trip in the West, and Vice-President C. H. Worcester was in Washington, D. C.

The meeting was timed to coincide with the meeting in Chicago of the National Hardwood Lumber Association so that members of both associations could attend both. The attendance at the hemlock and hardwood meeting was large.

The most important matter before the meeting was the report of the bureau of grades. The report was presented by George H. Chapman, who laid emphasis on the desirability of the association supporting the proposed changes in the grading rules of the National Hardwood Lumber Association. The speaker said that he looked for little or no opposition to the proposed changes so far as they affected northern woods, but he was not so sanguine in regard to the cypress changes.

The proposed rules on No. 3 hemlock, providing for a grade No. 3 yard stock and a grade of No. 3 box lumber had been sent to all members of the Northern Hemlock and Hardwood Manufacturers' Association with a request for written expressions, either for or against the proposed changes; but the response had been much less emphatic than had been looked for, only seven replies having been received from the entire membership. It seemed to indicate to Mr. Chapman that no change in the rules was desired, otherwise more interest would have been shown. The meeting took no action on that point.

HIGH COST OF FEEDING

The high cost of boarding has struck the lumber camps, as was clearly shown during a discussion of the subject by the meeting. It now costs from \$1 to \$1.25 a day to feed the men; and a discouraging feature of the business is that the men show a disposition to kick at what is set before them. It was suggested that steps should be taken to get up a regular meal schedule for the camps, thereby attaining uniformity both in bill of fare and cost. It was pointed out that in some of the logging camps where uniform meals were served, and where the boarding in one camp is as good as in another, and no better, the changing from camp to camp by the men has declined. They find the same grub in the new camp that they left in the old, and the experience does not encourage them to migrate from camp to camp on the search for more appetizing viands.

The subject of organizing logging associations in different parts of the lumber regions was brought up for discussion. Experience with such organizations, so far as they have been tried, has been satisfactory. At a former meeting of the association a committee was ap-

pointed, with W. B. Clubine, chairman, to investigate and report upon the desirability and feasibility of local logging associations. The committee has not yet completed its report. The interest manifested during the discussion of the subject indicated that the report was awaited with considerable interest.

QUOTING PRICES TO THE GOVERNMENT

Having concluded the other business before the meeting, a joint session was called of the Michigan Hardwood Manufacturers' Association and the Northern Hemlock association. W. C. Hull, president of the Michigan association was chosen chairman of the joint meeting, the purpose of which was to take up the question of supplying the government with lumber to meet its war needs. This was not the first action taken along that line; for at previous separate meetings of the two associations each had appointed a committee to arrange prices with the government. The Wisconsin association's committee had R. B. Goodman as chairman, and H. Ballou was chairman of the Michigan association.

It developed that quotations made by these committees to the government had been adversely criticized in some quarters, as being above market values. The purpose had been to quote prices within market prices or below; but inasmuch as it was necessary to quote for the future, and it being uncertain what the future market quotations would be, the committees' prices had been such as to call for criticism. That result was, in a measure, unavoidable because of the impossibility of forecasting the future accurately.

General discussion followed, and it was the sentiment of the meeting, without a dissenting voice, that the lumbermen would support the government, not only in patriotism but also in the matter of price and grade. In order that this might be done with as little delay and friction as possible, the business was placed in the hands of the two committees, spoken of above, with power to act.

The lumber jack used to be painted in literature as wild and woolly and full of bad booze, but at a conference of the Forest Industries some interesting talks made on prohibition show that sobriety prevails to quite an extent even among the wildest of the western woods and not only the millman but the employes and their families profit.

There are various methods for loosening and removing rusted-on pulleys from shafting. Usually heat and oil are applied and some hammering is done. One thing to be mighty careful about is the hammering, because the vibrations from hammering on the hub of the pulley often break the spokes between the hub and the rim. One of the best things to do is to use a wooden block as a drift and cushion between the hammer and the pulley; this lessens the shock some and it is not quite so likely to cause breakage.

FIGURED GUM



Our
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY



Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dryer



NICKEY BROTHERS INC
MEMPHIS

Panel Manufacturers Meet

A Number of Excellent Papers Prepared by Specialists—The Reorganization Work.

ON JUNE 12 AND 13, at the Auditorium hotel in Chicago, was held the semi-annual meeting of the National Veneer and Panel Manufacturers' Association. F. A. Marshall was chairman and Howard S. Young, secretary.

The plan for reorganizing the association came up for consideration. At the December meeting a committee had been appointed to take the reorganization in hand, but the report of that committee did not indicate that progress had been wholly satisfactory, whereupon another committee was named to report at the next meeting. This committee is expected to secure signatures to the proposed plea for reorganization. The members of the new committee are: E. E. Hemingway, Mattoon, Wis.; H. B. Sale, Fort Wayne, Ind.; B. W. Lord, Chicago, and E. V. Knight, New Albany, Ind.

The report of Treasurer E. H. Defebaugh showed the cash on hand last December and receipts since total \$1,863.58; disbursements, \$1,389.13; cash on hand, \$474.45; accounts receivable, \$537.50.

Trade Acceptances

Close attention was paid to an address on "Trade Acceptances," by Clark Washburn of the Federal Reserve Bank of Chicago. This new kind of commercial paper has met the approval of financiers and is gaining a foothold in the country's business transactions. The paper is much like a draft, but it has certain points of difference. The seller draws an order on the buyer for the amount of the purchase, payable at a specified future date, and the buyer accepts the order, and it then becomes negotiable. Banks will discount it, and both the buyer and the seller become responsible for its payment. In that respect it is the same as a promissory note. It differs, however, from a promissory note in that the acceptance represents actual merchandise, something in existence that may be sold and turned into money; but a promissory note may represent something dead and gone. A draft or a promissory note might be regarded by a bank as a deferred or overdue obligation; but a trade acceptance is not so regarded by a bank. A trade acceptance should run longer than thirty days, otherwise it is not worth while. The rate of discount charged by a bank depends upon time and place. It is not fixed by any rule or custom. The legal and approved form of a trade acceptance has been determined by a ruling of the Federal Reserve Bank board at Washington, D. C.

Questions asked by manufacturers for the purpose of bringing out certain points more freely showed that much interest was taken in the matter.

Work of Associations

A carefully arranged paper had been prepared by R. S. Kellogg, secretary of the National Lumber Manufacturers' Association, on the value and scope of association work; but Mr. Kellogg had been called out of the city and the paper was read by Secretary Young.

Mr. Kellogg insists that an association's activities are naturally divided into two parts, primary and secondary. The primary activities include standardization, statistics, traffic and legislation; and the secondary activities include publicity, research, insurance, credits and co-operation. These various parts are expected to work in harmony and without conflict.

Methods Followed by Exporters

J. H. Faunce of Philadelphia, whose business is a freight contractor for export shipment, addressed the association on the subject of exporting.

He restricted his remarks to an account of how shipments are made, particularly to the proper preparation of the documents to conform to the various and complicated rules and regulations governing shipments to foreign countries. So many matters have to be strictly watched, so many minute details must be observed, that a person without experience would become hopelessly involved in details, if left to his own resources.

It is customary for the shipper to sell according to a document known as c. i. f. That means that he pays cost, insurance and freight, and delivers the article in the foreign port at his own expense. It is different from railroad shipments, for the railroad must pay for the goods, if lost, but a vessel in foreign trade does not assume that risk. The seller pays freight and insurance, and includes them in the price quoted to the buyer.

A paper dealing with the history of veneer making was read by John C. McCauslan, of the Henry Disston & Sons saw works, Philadelphia. A complete summary of this paper appears elsewhere in this issue.

Hand Labor and Machines

Machines have not yet relieved hand labor of its burden to the extent that they ought to is the opinion of William B. Axford, an efficiency engineer, Madison, N. J. He read a paper comparing machinery and human hands in factory work, particularly in the veneer mill. He said that no two veneer mills are built and equipped alike, there being no fixed standard. For that reason each mill must figure out for itself how it can best substitute machines for hand labor. There are nearly always ways for doing this, but often the change is small and the owner is apt to think it is scarcely worth bothering with,

yet the elimination of even one or two men here and another there, may save a respectable sum in course of a year.

The lack of adequate apparatus for handling logs is apparent at many mills. Gravity might be used much more than it is. The band cut off saw promises economy and is rapidly coming into use. Too much hand work is frequently employed in handling veneer between the lathe and the clipper. Most veneer mills need more trucks. Veneer should never touch the floor between the clipper and the warehouse. The dryer is the greatest labor saving device in the veneer mill; and more atten-

tion could well be paid to equalizing saws. The equipment for keeping mills clean is worth careful thought. Too much of that kind of work is done by hand. The hog is a labor saver in chopping fuel for the furnace.

Better Buying Arrangements Needed

L. P. Groffmann of the St. Louis (Mo.) Basket and Box Company presented a paper, "How to Order Veneers and Panels." He dealt chiefly with the troubles of the manufacturer who receives from his customers orders which are not clear. This practical paper is given in full elsewhere in this issue.

History of Veneer Cutting*

Changes in Methods of Manufacture in a Century



TO LOOK BACK fifty or more years in the making of a veneer and to compare methods obtaining in those days with today's practice of slicing with knives, would be as big a stretch of the imagination as to compare the cutting of boards by the old pit saw with the modern band saw rig equipped with saws ten, twelve, to eighteen inches in width, operated at a speed of 8,000 to 10,000 feet per minute. Notwithstanding all the advances which have been made in knife machines for cutting veneers, so little change is found in the veneer sawing machine itself, that it can be said with all safety to be practically the same machine today as it was fifty years ago. The factor of the skill of the sawyer back of the machine is still the prime element of successful cutting.

In this backward glance let us turn our eyes for a moment to old England, now so torn with grim war, where we catch a glimpse of a veneer saw used in the earliest days of the art, the flange of which had a diameter of ten to twelve feet, weighing in itself some four or five tons. The rim of this flange required 100 segments to cover it, and all together it was a ponderous affair. Today the veneer saw has a flange about five feet in diameter, to which a set of segments is applied, bringing the total diameter to seventy or seventy-two inches.

The only changes marking the veneer sawing machine of fifty years ago are those found in some places from the all-wooden stay blocks with stay block screws which reached through holes in the stay block and screwed into the log of flitch to be sawed thus securing it; whereas the machine of today is equipped either with iron stay blocks or with wooden stay blocks containing steel clamps running in steel clamp slides, thus eliminating the screws except for the heaviest flitches. This enables the operator to leave a very thin last board. It has been my good for-

tune to know a number of the old-time veneer sawyers of New York City, and a jollier lot of chaps never lived, and to have fought through with them some of their battles in perfecting the finish and method of grinding the segments to avoid undue waste of time in fitting segments to flanges, and to have solved in some degrees the problem of making for them the peculiar and delicate saw sets which they use to set the teeth. Right here let me say that a veneer sawyer sets the teeth of his saw differently from sawyers in other lines, setting the teeth for clearance and twisting them at the same time to "polish" the veneer and bring out the figure. I have in mind old George Tice, some thirty-five years ago, paying ten hard-earned dollars for one of these little saw sets, which, by the way, are only four or five inches long by about an inch wide, weighing but a few ounces. He lost it on the way home. You may well imagine what George said when he discovered the hole in his pocket through which the "set" disappeared.

In days gone by, when a man wanted veneers, he bought a log, say of rosewood, mahogany, walnut, or satinwood, as the case might be, and carried it to his favorite mill. In bargaining for the cutting, the owner of the log usually specified the sawyer who was to cut it for him, and then offered a prize of five or ten dollars, or perhaps a silk hat or box of cigars, for nicely cut veneers, with the dancing figure well preserved, and what was most important, the maximum number of veneers to the inch. The sawyer would then be particular to keep his saw sharp, and frequent filing of the teeth was necessary to polish the veneer and bring out the figure and prevent tearing of the fiber of the wood.

The sawing of veneers did not hold full sway long, for knife cutting machines of the rotary type were used as early as 1846 by a Mr. Titus; and Felix A. Mulgrew of New York operated a rotary machine over forty-five years ago. There was also an experiment made by T. B. Wilson, who invented a machine and knife to cut fluted or corrugated veneers. The very earliest veneer slicing machine I was able to get any trace of was operated by

*The above is a synopsis of a paper on the history and processes of veneer making, read before the convention of the National Veneer and Panel Manufacturers' Association, Chicago, June 12, 1917, by John C. McCausland, assistant sales manager for Henry Disston & Sons, saw works, Philadelphia.



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

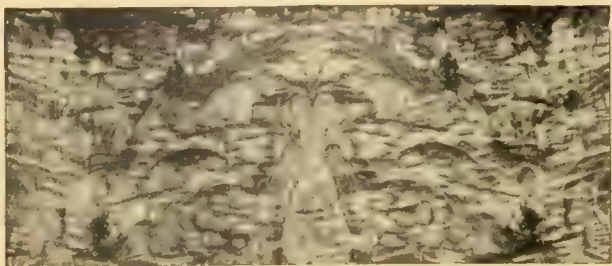
The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN



Made in St. Louis by

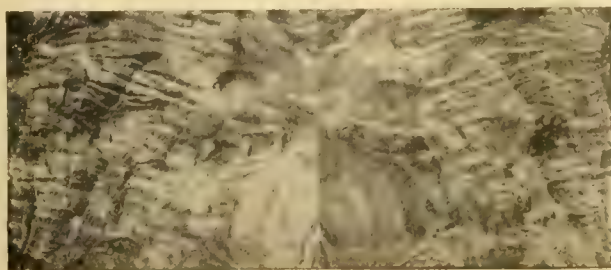
St. Louis Basket and Box Co.

WE MANUFACTURE

a complete line of Built-up Stock in most any size or thickness, including Walnut, Mahogany, Quartered and Plain Oak, Ash, Gum, Plain or Figured Birch, Yellow Pine, Sycamore, Cottonwood, etc.

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means of a hand lever and cut veneers 1/16" thick, about four inches wide. Today the mammoth slicer with its draw cut will make a veneer anywhere from 3/16" thick to 1/300 of an inch. The latter, however, is hardly practical. One hundred and twenty veneers to the inch is termed as thin as practicable in the present-day methods.

A short time ago we asked one of the leading manufacturers of veneers in this country to give us his opinion of the sawed versus the knife cut veneer. His reply was as follows:

In the cutting of quartered oak with a slicing machine it is quite possible to obtain good results from a good machine if the operator is skilled; but to obtain the very best results where the wood to be cut is absolutely on the quarter grain, a veneer saw is necessary. The same condition holds good in hardwoods of rich figure, and while it seems, from a careful examination of the subject from every angle, that if it were not for the fancy woods which come in from tropical countries, that are more or less of a cross-grained figure in which the body of the grain itself is particularly hard, veneer saws could be practically abandoned in manufacturing veneers.

In the present state of the art, however, veneer saws still have their useful purposes. They do work which is absolutely impossible for a knife to do, and the veneer resulting can be worked or polished without showing serious defects, whereas the same log steamed or boiled by the most approved methods, and cut with a knife on the best machine and best operator, sometimes comes off with the grain either shattered or pulled.

In the consideration of the subject of sawing or cutting veneers, the economic objection to the veneer saw is the

loss of material in the form of sawdust equal to the thickness of the veneer. To this must be added the markings on the sawed veneer caused by the set in the teeth necessitating a heavier veneer to permit the removal of these marks in producing a perfect surface. It is, therefore, evident that the only particular advantage of sawing veneers is in cases where the character of the wood requires its being cut on the quarter or where a veneer is required to be used in places exposed to the weather—like the outside of storm doors or front door vestibules—the sawed veneer having a decided advantage over the cut veneer for these purposes. It will thus be seen that the development of cutting veneers with a knife has still a long way to progress before the sawed veneer is utterly driven from the market.

So in looking backward to the days when rosewood was the proper wood to use in making pianos, this wood gaining its name from the odor of the wood, down through the cutting of satinwood, which like all yellow woods, was extremely poisonous to the sawyers, often incapacitating for a time the men who cut it; the cutting of walnut which now seems to be returning to popular favor; amaranth, a reddish wood from South America; sabicu, a wood like mahogany coming from the West Indies; prima vera, a white mahogany from the western coast of Mexico; to the present day, where we find veneers cut from almost any kind of wood, vast quantities of poplar and gum being cut profitably. We look back over the limited capacity of the veneer sawyer of fifty years ago who could cut a maximum of 1,700 feet of oak veneers in an hour, to the present-day slicing machine which can produce 100,000 feet of splendid mahogany veneers in a day. In this vista we can see the possibilities of future improvements in this line far beyond that now dreamed of.

Gum Veneer People Adopt Code of Ethics

At the second quarterly meeting of the year, the Commercial Rotary Gum Association, Hotel Chisca, Memphis, Tenn., June 8, adopted standard terms of 30 days net from date of invoice with a view to putting the veneer business on a more stable and more satisfactory basis not only for the manufacturers but also for buyers and consumers.

It was pointed out, however, that individual sellers and buyers might agree upon 90-day acceptances provided these were made out on the forms prescribed by the Federal Reserve bank and that they bore interest for the overdue period. This was done to facilitate business and to prevent the fixing of hard and fast rules from which there could be no variation.

A code of ethics was adopted by the association and the revised inspections rules, as reported by the committee appointed to bring these up to date, were likewise adopted. It was ordered that this code of ethics and the revised inspection rules be printed in the same pamphlet and distributed to members of the association and to the trade press.

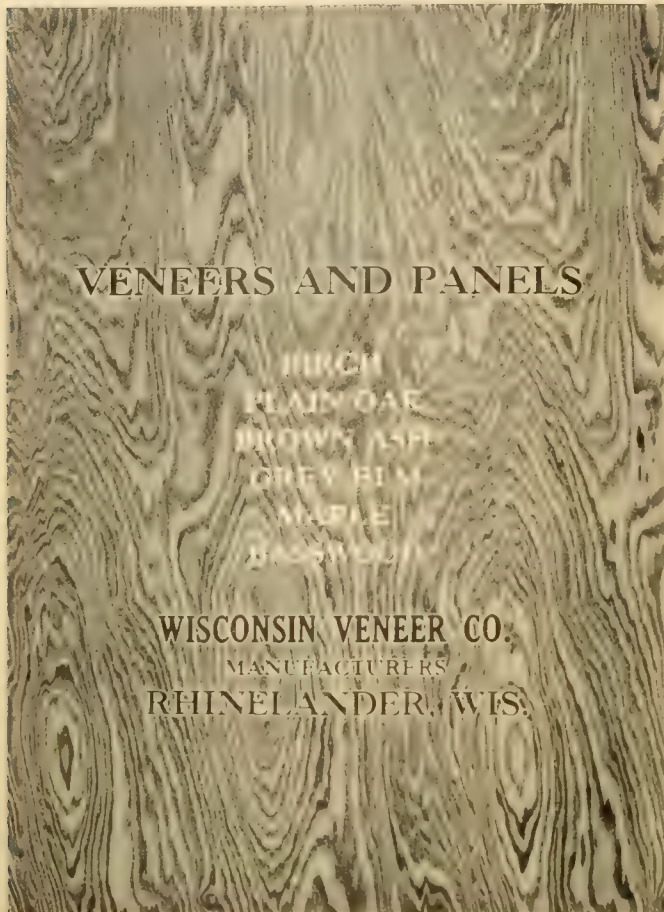
In connection with the discussion of standard terms of 30 days net, it was emphasized that veneer manufacturers have to pay cash for their logs, for their labor and for other items entering into the cost of manufacture, while, under present indefinite selling terms, they are out of their money for 30, 60, 90 or even 120 days. It was pointed out that there was much confusion regarding the date from which discounts granted under the old regime were to

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One of America's Best Black Walnut Trees
*GROWN IN CENTRAL ILLINOIS
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It clearly demonstrates the effort to obtain the best grade of Walnut for our customers
19 foot butt log and about 40 inch diameter at top end with excellent figured stump
Let us show you in the near future how it will look laid on the ground



veneers AND PANELS

BIRCH
 FLAME OAK
 BROWN ASH
 GREY PINE
 MAPLE
 BASSWOOD

WISCONSIN VENEER CO.
 MANUFACTURERS
 RHINELANDER, WIS.

be figured and that most buyers were disposed to figure from the date of the delivery of the stock. Car conditions are very unfavorable and there is much delay in making deliveries and this delay has been largely responsible for the tying up of large sums of money belonging to the manufacturers without interest or any other consideration. It was also suggested that buyers are in favor of standard terms because it puts them all on the same basis and puts the business on a more satisfactory plane.

Reports submitted at the meeting indicated that the veneer market is in very strong position. All manufacturers are fully engaged and are from 30 to 90 days behind with their deliveries. Prices are tending higher and the demand is excellent. One prominent member made the statement during the meeting that there had been more buyers in the market during the two or three weeks preceding than he had ever seen in the same length of time. It also transpired that veneers are being used in the manufacture of aeroplane parts and that some good orders are being received for stock made of ash and cotton wood.

Two new members were received at this meeting, the Alabama Veneer Company, Jackson, Ala., and the Evansville Veneer Company, Evansville, Ind. This brings the total membership to twenty-two.

Those present at this meeting were:

R. L. Jurden, Penrod, Jurden & McCowen, Inc., Memphis.

A. M. McGehee, McGehee Veneer & Lumber Company, Tuscaloosa, Ala.

H. J. Ingram, Stout Lumber Company, Thornton, Ark.

Sam Thompson, Anderson-Tully Company, Memphis.

H. Bean, Alabama Veneer Company, Jackson, Ala.

Benjamin Lord, Chicago Veneer Company, Danville, Ky.

G. W. Sparks, Des Arc Veneer & Lumber Company, Des Arc, Ark.

W. E. Tuxford, Byram Veneer & Lumber Company, Byram, Miss.

E. D. Beals, Mississippi Veneer & Lumber Company, Cedars, Miss.

H. Van Briggles, Helena Veneer Company, Helena, Ark.

John M. Pritchard, assistant secretary, Memphis.

Much regret was expressed over the enforced absence of R. C. Stimson, secretary of the association. Readers of the *HARDWOOD RECORD* are familiar with the accident which occurred during Registration Day parade when the horse on which Mr. Stimson, serving as one of the marshals, was mounted fell back on him and crushed his leg.

Fire at Willey Plant

Fire occurred last week at the plant of the C. L. Willey Company, 2558 S. Robey street, Chicago, the resulting damage totaling about \$25,000. In addition to large quantities of valuable hardwood lumber, the drier and storehouse were virtually destroyed.

The blaze started from an undetermined origin in the first story of the three-story building facing the river. It spread rapidly and burned for several hours before firemen were successful in extinguishing it.

Letters from a Panel User

Monroe, Mich., June 19.—It is becoming more and more recognized that the human element in an organization is the greatest factor to be considered. Many of the large panel manufacturers are realizing this and they know quite well that regardless of the amount of money invested in an up-to-date veneer plant equipped with the latest and most progressive veneer cutters, presses, tapers, trimmers, glue equipment, etc., if they do not enjoy the co-operation of their workmen and unless their superintendents and foremen know how to handle the human element in their employ, success is absolutely impossible.

A few years ago the average foreman would direct his men in a domineering way, usually emphasizing his orders with cuss words. If they made good, the foreman was retained, if not, he



THERE'S A REASON —

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.

"He profits most who serves best"

Evansville Veneer Co.
VENEERS

was discharged. It was simply a matter of throwing human flesh at a job. Not so today, however. There is a scarcity of good labor. Dependable veneer men are scarce and the few we have should be handled with the greatest respect. The panel manufacturer must show his employees that he appreciates their loyalty. The fact that you are the boss does not always mean leadership.

You are all alarmed regarding the possible increase in price of lumber which will mean higher cost of veneers. Some of you are not so busy as you were a few months ago and you realize that in order to make a profit this year you will have to cut corners and you will be compelled to produce your goods at the lowest possible cost. You instruct your superintendents and foremen almost daily to watch the waste piles for lumber, and glue costs money these days. This proves good management. However, permit me to point out that the greatest waste in the American factories, regardless of lines, is a human waste, the waste of misapplied human energy. Too many of your foremen select their friends to do jobs that could be done with better results if just a little attention were given to the proper selection of men, and relationship as well as friendship were not considered. You may employ the best panel experts in the country to manage your plants, but if these men do not know how to hire men they are misfits—not big enough for the job they are holding. The most important factor in business is the ability to pick men for the various jobs with a soundness of judgment that justifies itself in a majority of cases, for all of the panel business today is done by delegated authority and by the hand of the hireling.

I am pleased to report that surroundings have been made very pleasant for the men in most panel and veneer factories. A few of the plants I have in mind have splendid shade trees, flower beds, etc., in front of the plant. The factory yards are kept clean. These plants show progressiveness and prove a good advertisement for the product.

Do not tolerate gloomy surroundings, for we all know that gloomy men are inefficient.

In order to do proper matching of veneers good light is absolutely necessary, also direct attention to the glue room. What about the odor? I have visited many glue rooms that fairly sickened one and I fail to understand how any human being can work in them for from eight to ten hours per day. Keep these rooms clean. Do not permit glue to sour, and if glue is properly handled you will never have a nauseating odor. One thing is certain, when glue begins to smell it is in the stages of decomposition and will in addition to its rank odor give unsatisfactory results in the work.

Every physician advocates fresh air. Be sure you have an abundance of this in your factory. More or less heat is required in every panel or veneer factory, and this makes fresh air doubly essential in plants of this kind.

Suggestions should be solicited from employees at all times, whether five or five thousand men are employed. This is accomplished by placing boxes through various parts of the plant, the employee dropping his written suggestions in these boxes. Of course, to get results, one should offer prizes or bonuses. Again, a liberal amount of money may be offered to the person making the most and best suggestions throughout the year, this in addition to the prizes.

Factory football, baseball or factory drill teams tend to closer co-operation and better feeling among employees.

A. T. DEINZER.

The tendency of the times is to take more woodworking machinery into the woods, and more skilled workers to handle it, to have lots of side industries to saw milling to help utilize our timber resources better. These special side lines are excellent things for the skilled woodworker to post himself on, as many of them are conducted on a profit-sharing basis and form opportunities for the competent man to grow into a business man as well as a skilled worker.

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About ten carloads 1" No. 1 Com.,
also other thicknesses and grades of

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MAHOGANY

dry enough to put in a kiln
with safety.

If at any time we can
serve you better by
telegraphing kindly
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We are carrying a nice stock of
SAWED VENEER, 1/8", 3/16"
and 1/4" Mexican; also several
MILLION feet of SLICED
1/24" and 1/28" Mahogany, and
AMERICAN WALNUT veneer
ranging from plain to highly
figured. May we send samples
to you?

HUDDLESTON-MARSH MAHOGANY COMPANY

2254 Lumber Street
CHICAGO

33 West 42nd Street
NEW YORK CITY

Ordering Built-Up Stock*

Some Suggestions to Save Time and Money for Both the Buyer and the Seller



ALTHOUGH BUILT-UP or veneered lumber has been in use for many years, and I believe was first manufactured in Europe, yet there are many persons today who are not familiar with the many ways in which it can be utilized.

This article is therefore written for the benefit of the uninitiated, as well as the manufacturer or dealer, who is frequently embarrassed because his client does not make his wants clear when ordering, and in this way a great deal of valuable time is lost through correspondence. Most consumers do not appreciate how much time is required for the successful output of this product, referring, of course, to veneered stock used in high-class furniture.

In other words, six to eight weeks should be allowed for the preparation of dependable stock, which can be easily arranged if the consumer will make out his requisition for panels, etc., at the time he issues instructions to his superintendent for the next cutting. In many instances this is overlooked, and in that event the panel manufacturer is depended upon to come to the rescue, which frequently results in errors and poorly manufactured goods being turned out.

Unfortunately, there are no established grading rules by which one might be governed, and which makes it all the more difficult to execute such orders intelligently. There is urgent need for the establishment of grading rules for built-up stock as well as veneer in general, and I therefore recommend that this association take up the subject without further delay, and if possible, do so at this session.

Too much stress cannot be laid upon this subject, when it is considered from various angles, especially as it relates to mis-cut stock, due to improper specifications, which results in stock being rejected, and which is frequently a total loss to the panel or veneer manufacturer. If difficulties of this character can be overcome or minimized, it would have a consequent effect on prices.

It might be well to refer to the different kinds of woods in use in the construction of built-up stock, referring more particularly to the surface veneer, beginning with American walnut, which is known as sliced or rotary cut. Sliced walnut is a straight cut through the log, which sometimes produces a striped or mottled effect, while rotary cut is produced on a veneer lathe, the log revolving, and the veneer cut from the outer surface.

Oak, white or red, is quarter-sawed or sliced, and also rotary cut.

Mahogany is usually sliced, and bears either a mottled, striped, or plain appearance.

Quartered gum, sometimes called figured gum, is also

sliced. In some cases the use of sap is permissible and should be so noted. I am now referring to veneer generally used in the construction of furniture.

The following woods are usually rotary cut, namely: poplar, bird's eye and plain maple, birch, red or unselected for color, ash, elm, red gum and gum unselected for color, basswood, cottonwood, sycamore and yellow pine. This does not include such woods as fir, white pine, bay poplar and others in which this association is not vitally interested.

We will next discuss grades: this is of paramount importance in the fixing of values, for instance, where the article is to be used for cheap furniture, and the grade is not to be an important feature, which would enable the manufacturer to make a price commensurate with the quality of the panel. In other words, where operations such as the jointing of cores or centers, drying out of panels, smooth sanding, matching, etc., can be eliminated, the price of the stock will necessarily be lower.

The next and most essential thing is to state for what purpose the stock is to be used, namely, tops, fronts, side panels, backs, bottoms, etc. If matching or center joints are required, it should be so stated.

The next factor is dimensions: the length is always determined by the way the outer veneer runs, and the width across the grain. By following this rule, errors will be avoided. The exact thickness should also be given if necessary. Some persons have an idea that the number of ply indicates thickness.

For the convenience of the customer, I would suggest that he give catalog number for each item. In special cases, as relates to butt or mitre joint, I would recommend that the customer furnish a sketch or some sort of diagram, showing just how the stock is to be constructed.

The character of the veneer, especially as relates to figured woods, such as mahogany and walnut, must be clearly specified or samples submitted.

Where the consumer does re-sanding, it should be made known, so that the panel manufacturer can reserve as much of the surface veneer as possible. This applies especially to mahogany which "furs up" after it has been stained.

Built-up stock is made in the following thicknesses: 1/8", 3/16", 1/4", 5/16", 3/8", 1/2", 5/8", 3/4", 7/8", 1", 1 1/4", 1 3/8", 1 1/2". There are also intermediate thicknesses, but the foregoing are standard.

In panel work, that is to say, 5/8" and less in thickness, rotary cut stock is used for coring or centers. If a lumber core is required in stock 5/8" thick or over, it should be so stated. For the best construction five-ply is recommended, especially in panels 3/8" or greater in thickness.

*The above paper on the ordering of built-up panels of veneer stock was read by L. P. Grottmann of the St. Louis (Mo.) Basket and Box Company, before the National Veneer and Panel Manufacturers' Association, Chicago, June 12, 1917.

There are a number of consumers who labor under the impression that small panels are a sort of by-product; that is to say, are made out of waste, and consequently should command a much lower price. Such is not the case, however, because it actually costs more money to build up a small panel than it does one of average size. The fact of the matter is, that where small dimensions are specified, such panels are made in multiples.

Very frequently panels or built-up stock is exposed

only on one side; but where panels show on both sides, such as doors, they should be sanded on both sides.

A good many customers assume that the panel manufacturer understands their requirements, and for that reason very frequently omit necessary information.

Order blanks should be so printed as to cover all the requirements of an order and should be distributed among consumers, which would expedite matters to a very considerable extent.



America's Northmost Lumberman



John Barrack, ex-mayor of Fairbanks, Alaska, recently spent a week in Chicago, and later returned west, and expects to reach home about July 1, after an absence of six months. On the day he left home the thermometer was 68 below zero. He is taking to Alaska a sawmill and an equipment of woodworking machinery, including planers, resaws, and molding machines. He expects to set up the mill some 400 miles back from the coast on the line of the railroad which the government is building from the coast to the interior. His purpose is to work up the native spruce. He will also work birch and aspen if any uses can be found for these woods. There are sawmills in that country, but Mr. Barrack believes that an opening exists for forest products other than rough lumber and he purposes to test the matter by a trial.

He is not looking beyond the local market for his sales, but he believes that his mill, which is of moderate size only, will get all the business it can do. He is enthusiastic in his hopes of Alaska's future, and expects to see vast areas of it covered with cattle. This expectation is based on the fact that herds of moose and elk live on the wild grass which in places covers the hills and valleys knee deep. Certain field crops promise great things also, particularly potatoes. It has been found that the hills where birch grows will produce excellent potatoes, and gradually other crops are proving their value. Potatoes grow in soil with two or three feet of the surface thawed, and frozen for a hundred feet below.

NOT A NOVICE

Mr. Barrack is not a novice in the lumber business, in both the producing and selling ends. He owned and operated one of the first sawmills in Idaho, about fifty years ago. Before that time he drove an ox team from his home in Chicago (1860) to the Pacific Coast. He is now seventy-six years old, but does not consider age any handicap, and he looks upon a daily hike of thirty-five miles over the Alaska hills as good exercise, though occasionally a little lame from a bullet received in the knee while fighting Indians in Idaho fifty-five years ago.

He has been in Alaska nearly twenty years, and now sells hardwood lumber as an adjunct of his hardware and mine equipment business at Fairbanks. His is the most northern lumber yard in America.

The hardwood business is somewhat peculiar in that far northern country. Hardwood is looked upon as hardware, and is kept in stock in the store along with stoves, derricks, pumps, wheelbarrows, and dynamite. It is no more left out of doors than machinery is left out.

DISTRIBUTION AND PRICE

The hardwoods kept for sale are white oak and hickory. Only the highest grades are handled, which are the woods grown in Tennessee, Kentucky, and West Virginia. The lumber comes in the form of planks from two to four inches thick, and is bought in Seattle and shipped across the Pacific to the mouth of the Yukon river and up that stream two thousand miles, and up a branch stream to Fairbanks. The freight is \$100 a thousand feet. The planks come with the ends painted, and each piece is separately wrapped in gunny sacking, to prevent checks and bruises.

This wood is used in the repair of wagons and machines. Attempts to substitute paper birch have failed, and oak and hickory hold the market. The wood is sold at retail at about ninety cents a square foot, which is \$900 a thousand. The store that sells it has a woodworking plant, with a bandsaw, and the plank which a customer buys is worked for him into the particular articles he wants, such as wagon tongues, pump rods, or handles. For this service he pays a dollar an hour for the use of the machine and two dollars an hour for the man who operates the machine.

THE NATIVE WOODS

A little flooring has been made of native birch, which is paper birch, but it is unsatisfactory. The seasoning problem is difficult, and the wood is neither hard nor strong. Cheaper flooring is made of native spruce, which is white spruce in the interior and Sitka spruce near the coast. Cement floors are not popular, as cement costs \$140 a ton. The highest grades of the native spruce of the interior of Alaska are reserved for the bottoms of sluice boxes in the mines. Widths of eighteen and twenty inches are wanted, but only the largest trees will cut lumber that wide, and only a few boards to the tree. The run of the spruce requires fifteen logs for a thousand feet of lumber. Though trees are quite tall, they are very slender. Balm of Gilead and aspen abound, but trees are usually small. The principal softwood imported is Douglas fir from Seattle. It is the flooring material in the better class of houses.

The country has reached a state of development where uses of good grades of lumber may be expected to increase. It is passing out of the rough, primitive condition. This is apparent from the fact that in the last year Mr. Barrack's store in Fairbanks sold sixty automobiles. Motor trucks are becoming not only desirable but necessary. The laws, which are generally rigidly enforced, do not permit horses to be taken out of stables when the cold is greater than fifty below zero; but the truck with its gasoline motor goes in any kind of weather, and has come to be an important winter vehicle, and makes possible the prosecution of business during the long period of extremely cold weather. The truck is doing its share in putting the dog team out of business. When the railroad, now under construction, shall be completed, it is predicted that the interior of Alaska will astonish the world with its rate of development. Mr. Barrack, who is acquainted not only with his native country, Scotland, but also with other parts of Northwest Europe, firmly believes that Alaska will surpass all of them in development and wealth. His faith is so strong that he is willing to risk a woodworking factory that will depend far its support on local demand hundreds of miles back from the coast.

The wants in planing machinery run to extremes these days. Some people want heavy machines, heavier than ever before, while, on the other hand, there are people wanting very light machines that are portable, and can be moved about from place to place.

When a nut or setscrew turns hard, look for the cause, rather than try to force it. A broken casting may be mended, but a little forethought may prevent the break.



R. B. GOODMAN, GOODMAN, WIS.,
ACTING PRESIDENT



R. H. DOWNMAN, NEW ORLEANS, LA.,
PRESIDENT



R. S. KELLOGG, CHICAGO,
SECRETARY-MANAGER

Manufacturers Reorganize

At a momentous meeting of the board of directors of the National Lumber Manufacturers' Association held at Washington, D. C., on Thursday, June 20, a complete reorganization of the system of work was decided upon. The government needs for lumber were gone over generally at the meeting and other matters were discussed. Concrete results included the following:

Adoption of the plan that has been talked of for a long time, providing for an assessment of three-quarters of a cent per thousand feet upon the association's affiliation with the National. This is in lieu of the old system of maintaining the National by individual subscription.

Organization of several general committees as follows:

Committee on market conditions—Edward Hines, Chicago, chairman.

Committee on trade extension—John W. Blodgett, Grand Rapids, Mich., chairman.

Legislative committee—Frank G. Wisner, Laurel, Miss., chairman.

Provision for a west coast committee, the chairmanship being left to the choice of members of that committee.

A decision to do away with rivalries among various branches of lumber manufacturing as far as possible, and to substitute a nationwide co-operation in the interest of the trade and of the country.

No curtailment of the association's activities, but more definite organization and co-ordination.

Issuance of a monthly report through the secretary's office to trade journals on the association activity; statistical information belonging to affiliated associations being distributed by their respective secretaries.

Inauguration of efforts to get timber holding, conservation and fire protective associations into the national association as affiliated bodies, and particularly the adoption of a resolution inviting the Western Forestry & Conservation Association to join the National body practically on any reasonable basis to be suggested by the western association, which matter will be taken up with the latter by E. T. Allen of Portland, Ore., its secretary.

Discussion of the subject of terms of sale by Edward Hines of Chicago and E. D. Kingsley, Portland, Ore., and reference of the subject to new committee on market conditions, with the understanding that after a thorough investigation now under way throughout the country, he will report the consensus of opinion of lumbermen on the subject, together with recommendation for final action by the association.

Retention of R. H. Downman as president of the National association. Mr. Downman will continue to devote his time and attention to the work of the committee on lumber and forest products of the Council of National Defense, it being obvious that he will be unable to attend actively the work of the association.

Designation of R. B. Goodman, first vice-president, of Goodman, Wis., as acting president with the understanding that he will be a leading factor in directing association work.

Conferring the title of secretary-manager upon R. S. Kellogg, who has been secretary of the association for several years. It is understood that he will remain at Washington as secretary of the committee on lumber and forest products, while E. A. Sterling, head of the trade extension department of the National association, will be acting secretary for the present.

Presentation of Mr. Sterling's resignation to the board in order that he might accept an advantageous offer he has received, and reference of the resignation to the executive committee of the association without action, with the understanding that Mr. Sterling will not leave the association without an active director.

Retention of J. H. Kirby as second vice-president, A. L. Payne as third vice-president, and J. W. Blodgett as treasurer, and designation of the following executive committee: R. B. Goodman, chairman; R. H. Downman, J. W. Blodgett, J. W. Embree, W. A. Gilchrist, Edward Hines, W. A. Sullivan, C. H. Worcester and A. L. Payne (succeeding J. H. Bloedel).

Members of the board of directors in attendance were:

D. O. Anderson, Marion, S. C.; J. W. Blodgett, Grand Rapids, Mich.; W. E. DeLaney, Lexington, Ky.; R. H. Downman, New Orleans; B. C. Eccles, Ogden, Utah; J. W. Embree, Chicago; R. B. Goodman, Goodman, Wis.; F. G. Griggs, Tacoma, Wash.; Edward Hines, Chicago; B. H. Hornby, Dover, Idaho; H. C. Hornby, Cloquet, Minn.; W. C. Hull, Traverse City, Mich.; E. D. Kingsley, Portland, Ore.; J. H. Kirby, Houston, Tex.; W. H. Sullivan, Bogalusa, La.; E. M. Swartz, Burton, La.; A. R. Turnbull, Norfolk, Va.; S. D. Wissner, Laurel, Miss., and C. H. Worcester, Chicago.

Following a conference with the Southern Pine Association members at the latter's office at Washington relative to the part that association must play in reorganized work, Mr. Goodman left for Chicago accompanied by Mr. Sterling, who will take up the details of the reorganization.

Mr. Goodman made public an outline of activities and organization to meet the needs of the regional associations in the efficient and eco-

nomical extension of their function in the National field, as the plan was approved by the board of directors. The statement in part follows:

The theory is that the National shall make one stroke only when the making of one stroke saves the making of twelve strokes by the affiliated associations. This is the irreducible minimum of National activity and in limiting ourselves strictly to this minimum field of activity, we propose an ever increasing maximum of co-operative intensity.

The means at our disposal, it is proposed, shall be the amount of assessment agreed upon by all of the regional associations, and it has been proposed that this shall be three-quarters of a cent a thousand, or approximately \$100,000 a year. With the cumulative data and other working data now in hand, this limit will enforce but little curtailment along any desirable lines of work, but will necessitate a careful sifting of the many attractive projects that might be undertaken and the selection of only the most pressing and urgent of these. It will also necessitate a reorganization of the secretary's office with the view of reducing the overhead and eliminating the work that can as well be carried on by the regional associations, and, finally, it requires that the lumbermen of the regional association give more of their time and thought to the work of the National association.

To promote this individual co-operation it is proposed that each general committee of the National shall be composed of the respective chairman and if necessary of the entire committee or bureau of the regional association in each special department of association work.

The activities of the National association in addition to the Blue Book and inter-insurance may be classed for convenience under four general divisions, as follows: Trade extension, National co-ordination, legislation, and National market information.

It is proposed that to foster the idea of association co-operation the working force of the National, consisting of a general secretary, the clerical force and the engineering and research workers, will all, as occasion arises, be at the service of each, although it of course is understood that the divisions will be more or less distinct and each directly under the supervision of its general committee.

Mr. Goodman in discussing each line of activity outlined methods of promoting and defending the use of wood for various purposes. He said that about eighty per cent of the southern pine and western lumber sold involves no question of competition, but rather a question of whom it shall be bought; that about twenty per cent is sold in competing markets in central territory, from Iowa to New York. He said:

With three-quarters of this competitive business in the central territory there is no thought on the part of the buyer to use anything but wood. He is open to persuasion, however, as to what kind of wood to use. For the individual manufacturer to reach this prospective purchaser would be impossible, but jointly, through your associations, you are reaching him successfully, and more and more successfully as you develop your promotion campaign.

But there is still a five per cent of your market in which the buyer has first to be convinced that he should use wood at all. While each association can help in convincing this five per cent, the problem is obviously the same for all of us and therefore one in which we can combine forces and work to advantage through a single agency. This is the basis of all national trade extension and there is a possibility of development of this field even up to the point where we might be marketing ten per cent of our product in the substitute zone.

On the subject of defense of wood's market, Mr. Goodman urged co-operation. He said:

Your contribution of funds and service brings with co-operation results one hundred times greater than would come from the same effort extended by separate agencies. The work here is before common councils for the revision of building codes and fire limits extension, and before government engineers and architects and in the great central competitive region before state authorities and individual engineers and architects.

On the question of national co-ordination, Mr. Goodman's statement was as follows:

The same analysis of the principle set forth above applies to the lumberman's relation with the federal, state and city legislative, administrative and taxing powers, to our co-operation with the government commissions for the public interest, and our relations to the railroads, export trade conditions, regulation of production, conservation and the development of a national forest policy. A large part of this work is

properly the task of individual manufacturers, a still greater part falls to the regional association, but a very large proportion of possible governmental co-ordination can be covered only through a national agency.

He cited successful work already done by the National as proof of the ability of a central body to get results.

To handle the work of national co-ordination it was agreed that this department should be conducted by a bureau or central committee, composed of the presidents of each of the regional associations, together with members from each lumber producing state, so that its undertakings will at all times have the support of an organized body of men specially interested in and familiar with these problems in their respective states. At the service of this bureau should be the engineering and statistical force of the association, and these forces should be ready to supply expert testimony and pertinent data as needed.

The statement suggests that after operating budget is provided for a contingent fund should be reserved out of the annual income, to be used as emergencies may arise. Mr. Goodman's statement suggests that out of the total of \$100,000 the emergency reserve should be at least \$25,000. He said: "Remember this united service for the entire industry is the only assurance you have of a continuous industry."

On the question of national market conditions, Mr. Goodman had the following to say:

We, ourselves, must take up this work. We must enlist in it the co-operation of the men in every region who are best posted on market conditions, on actual prices of lumber sold and of selling and manufacturing prospects. We must collect and disseminate this information in a thorough and practical manner. This also is work that must be primarily developed in the regional associations, but to be of complete value it requires national co-operation, and I propose that the bureaus of statistics or educational information or on market conditions of all the regional associations shall co-operate through a general committee of the National. It is better for us to get and give this information from and to every producing region than to let the wholesaler or buyer be the source of our market knowledge.

On the subject of association co-operation the plan as quoted by Mr. Goodman is as follows:

It is proposed that this division of our activity shall be concerned with efficiency in association work, as it may be outlined by an advisory committee on organization and methods, composed of the secretaries and assistant secretaries of the regional associations. These secretaries shall meet quarterly at each of our great producing centers in turn to discuss all phases of association work, both regional and national, to the end that the National secretary may have the benefit of their criticism and suggestion as to his work, and to the further end that each regional association secretary may have the benefit of first-hand knowledge of all that is best and most successful in the work of each of the other regional organizations.

This advisory committee will constantly define limits of national and regional work to prevent unnecessary duplications; will iron out unnecessary friction and misunderstandings between the producing regions and will be the means of providing for many incidental co-operative efforts and undertakings by the regional associations that may not necessarily be considered as part of the National association work.

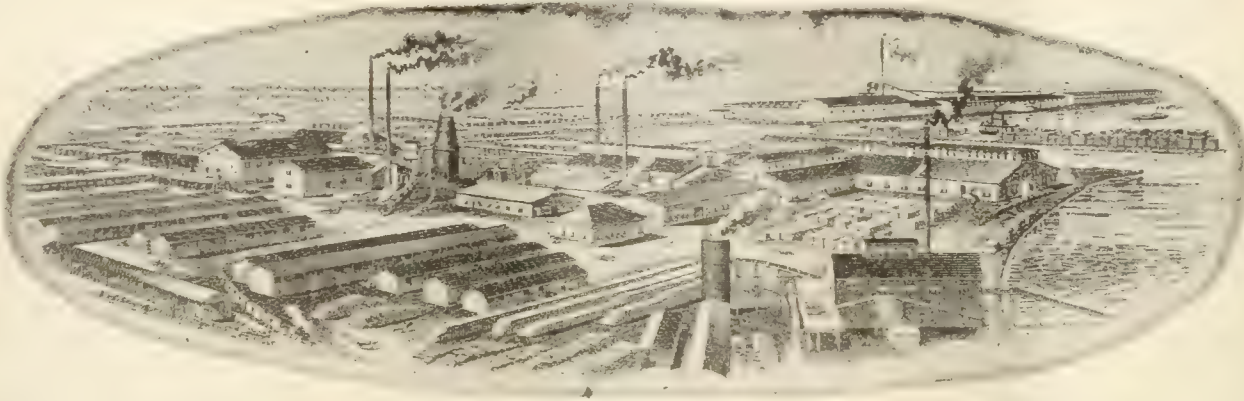
Discussing the general organization Mr. Goodman said:

Each affiliated body now has a satisfactory representation on the board of directors. There is an executive committee that approves all expenditures, all of which are on the budget system. It is proposed that this budget system shall divide our available funds into general appropriations, leaving to the department work detailed budgets proposed by their respective advisory committees and approved by the executive committee of the directors so that each regional association is assured of the wise and economical expenditure of its contributions.

A secretary-manager will be the sole head of the operations of the association under the plan of supervision I have outlined or as may be determined from time to time by the board of directors. Our two subsidiary corporations are also to be under his management, subject to the control of their respective advisory committee.

A Pacific coast committee was decided upon in order that special western lumber conditions would have adequate representation in the work of the National association. Mr. Goodman said that Pacific Coast problems are essentially national problems.

According to Mr. Goodman's calculations the work can be carried on with the funds available, provided there is concentration of effort, economical management and support and co-operation given the National association by the affiliated bodies and individual members. As the work develops, he said, the National will require additional contributions from the regional associations in the coming years.



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Members of Maple Flooring Manufacturers' Association. (When writing mention the Hardwood Record.)

The Mail Bag

B-1122—Mahogany Dimension Stock

Chicago, Ill., June 18. Editor Hardwood Record: Would you kindly put us in touch with concerns best able to furnish us with dimension stock in mahogany?

B 1123—Oak Dimension Wanted

Muskegon, Mich., June 20. Editor Hardwood Record: There is a friend of mine who uses quite a good deal of dimension stock. His requirements are for kiln-dried stock, $\frac{3}{4}$ " by 3 and $\frac{3}{4}$ " by $3\frac{1}{2}$ ". He might possibly use $\frac{1}{2}$ " thick, but prefers $\frac{3}{4}$ " thick. This stock must be surfaced on four sides. The dimensions given above are the net dimension.

B 1124—Poplar Sought

New York, N. Y., June 20. Editor Hardwood Record: We are in the market for FAS poplar, 108 to the following sizes: 14", 13" wide, 12' long; 14", 12" wide, 12' long; 14", 13" wide, 12' long.

We would like price delivered on a New York rate, and you might state that we can pay good prices for this stock. We would appreciate it if you would advise who might be able to quote us on this lumber.

Clubs and Associations

Oak Association Reaches 100 Membership

Five more members have been received by the American Oak Manufacturers' Association, as follows: Artman, Nichols & Cox Lumber Company, Grand Rapids, Mich.; Baker-Matthews Lumber Company, Sikeston, Mo.; Bliss-Cook Oak Company, Blissville, Ark.; Little Rock Lumber & Manufacturing Company, Little Rock, Ark., and Perkin Brothers, Kelso, Ark.

This brings the total membership to an even 100 and this number lacks only two of making the increase since the charter enrollment last November an even 200 per cent. There were 34 members enrolled on that occasion.

Secretary J. T. Kendall has just returned from a stay of practically a

week in Chicago. He attended while there the annuals of the National Veneer & Panel Manufacturers' Association and the National Hardwood Lumber Association. He was in touch with many members of the association while in Chicago and reports the work of this organization as progressing both smoothly and satisfactorily.

Interesting Facts on Cost of Lumber Production

Frank R. Gadd, assistant to the president of the Hardwood Manufacturers' Association of the United States, has issued an interesting pamphlet entitled "Why Lumber Prices Advance." It shows figures on advance in raw materials over costs in 1914.

The pamphlet contains the interesting observation that lumbering, the third largest industry, produces the only commodity which has not increased in price to any appreciable extent in the past ten years. Prices now are lower than in 1906, while the cost of steel, iron, copper, coal, cement and other building materials have more than doubled.

That the cost of producing lumber has increased out of proportion to selling price is shown in the following schedule:

1917 VS. 1914 COSTS			
	Percentage of Increase		Percentage of Increase
Logs, weight on market	31	Saws	52
Skidage	100	Planer Knives	160
Labor	20	Belts	96
Horses and mules	40	Packing	32
Oxen	41	Files	101
Feed	76	Emery Wheels	54
Steel Rails	93	Mill Supplies	58
Railroad Supplies	88	Coal	157
Wire Rope	91	Freight Rates	8
Manila Rope	103	Stationery	63
Machinery	60	Federal Taxes	100
Oil	29	Lumber	12

Townshend Hopeful of Success

J. H. Townshend, secretary manager of the Southern Hardwood Traffic Association, has returned to Memphis after another week spent in Washington, during which he and the attorneys of the association answered the rebuttal testimony submitted by the carriers in the 15 per cent advance case.

Mr. Townshend said that he did not believe the Interstate Commerce Commission would allow advances to become effective on lumber from southern producing points before October 1, if then. He is still of the opinion that the commission will not allow the 15 per cent asked by the carriers and that, if any advance is granted, it will be postponed to a materially later date than July 1 and will be much smaller than that asked by the railroads. He is even hopeful that the commission will not grant

the carriers any advance at all so far as lumber originating at southern producing points is concerned, but he has nothing tangible other than the sentiment in Washington on which to base this hope.

While in Washington, Mr. Townshend kept in close touch with the Car Service Commission and he is sure the latter is putting forth every effort in its power to bring about more satisfactory transportation conditions not only for the lumbermen but also for the general business interests of the country. The Car Service Commission at Memphis is keeping in close touch, too, with the Car Service Commission at Washington, and one of the accomplishments already to the credit of these two bodies, thanks to the co-operation of the lumbermen, is the loading of all cars to full capacity where lumber is concerned.

Evansville Outing Great Success

The Evansville Lumbermen's Club of Evansville, Ind., gave its annual summer outing on the Ohio river on the steamer Joe Fowler on Tuesday, June 19. The day was delightful and nearly 200 lumbermen and their friends took in the trip. The steamer left the Evansville wharf at 2:30 p. m. and returned at 10:30. A trip was made to the government dam in course of construction across the Ohio river, seventeen miles below Evansville. At six o'clock fried chicken and many other good things were served. The table, which was 180 feet long, extended across the entire cabin of the boat. Instead of a tablecloth being used on the table a solid piece of veneer that had been made by the Evansville Veneer Company was used. It was made of poplar and was cut to the thickness of one-sixtieth of an inch, being rotary cut. It was forty-five inches wide, 2,160 inches long and sewed with eight seams of thread. The machine that sewed it will sew stuff eighteen seams wide, being what is believed to be the biggest sewing machine in the world and the only one built to sew wood. At the banquet table short talks were made by George O. Worland and Daniel W. Wertz. After the banquet dancing and music were enjoyed until the boat landed. Ferol Taylor, the pretty six-year-old daughter of Mr. and Mrs. Mertice E. Taylor, gave a glowworm dance. Lucy May Greer, the little daughter of J. C. Greer, and Miss Helen Rommel appeared in a Spanish dance, which was greatly enjoyed. Music was furnished by Eck's orchestra. Several solos were sung by Robert Chambers, a general favorite with Evansville lumbermen. Card tables were arranged and many of the guests enjoyed this pastime.

Much amusement was created late in the evening by the dancing of the square dances and the old time waltzes. Secretary Taylor acted as "caller." Mr. and Mrs. Harry Sabel were given the prize as the best dancers in the old fashioned waltz, the prize consisting of a standing invitation to the next annual outing of the club. Honorable mention was given to John Stephen and Miss Frisse. Mr. Stephen is the general manager of the Midland Furniture Company.

The outing took the place of the regular June meeting of the Evansville Lumbermen's Club and there will be no more meetings of the club until the second Tuesday in September.

With the Trade

Isaac Osgood

Isaac Osgood, grandfather of Geo. B. Osgood, of the Osgood-Corson Lumber Company, Chicago, died in Chicago, Friday morning, June 22, at the age of 103 years. Mr. Osgood had been connected directly and indirectly with the utilization of hardwood lumber practically all of his active career. He was born at Ainsbury, Mass., December 10, 1814.

At the time of the Civil war he was with the Remington-Arms Company, manufacturing rifles for the Union Army, and at that time had charge of purchasing of walnut for gunstocks. He remained with this institution for a good many years.

In 1891 he established the firm of I. Osgood & Son at Carroll, Ill., where he was associated with A. M. Osgood, father of Geo. B. The firm had an assembling and distributing yard for hardwood lumber which was kept up under this style for four or five years.

To illustrate the sustained activity of Mr. Osgood, it is said that at the age of ninety-eight he patented a lathe for grooving axle stocks which lathe is now being used by many of the large automobile companies.

The death occurred at the home of the daughter, 6707 Glenwood. Burial took place at Utica, N. Y., on Sunday, June 24.

Recruiting Station at Office of I. T. Williams & Sons

One of the numerous New York National Guard's recruiting stations which are being conducted by the National Lumbermen's Service

League in co-operation with the Citizens' Preparedness Association, is illustrated herewith. It adjoins the office of Ichabod T. Williams & Sons, famous for years for veneers and lumber in fancy and imported woods. The eastern lumbermen are doing a big work for the country in various ways in lining up its resources.

Bulletin on Treatment of Boilers

C. A. Newman, prominent in mill supply circles in Chicago, has been made sales manager of The Boiler-Kote Company of Chicago, general sales offices in the Fisher building. In announcing his new connection Mr. Newman has issued a 16-page bulletin entitled "Steam Boilers and How To Rid Them Of Scale, Pitting and Corrosion." The treatise gives a clear and brief exposition of the subject—one which has become increasingly important to steam users with each new advance in wages, coal prices and the cost of boiler replacements.

Important Deal Between Chicago Interests

Announcement was recently made of a large deal between Armour & Co., Chicago, and D. K. Jeffris & Co. of Chicago and Jeffris, La. The plan involves the construction of one of the largest box veneer cutting plants in the United States and the erection of a large wire bound box plant manufacturing about 200,000 feet of veneers into boxes daily. A separate power plant will be installed and there will be erected immediately a veneer mill, 100 by 160 feet; dry kilns, 60 by 150 feet; box factory, 150 by 250 feet, and a storage warehouse, 100 feet by 240 feet.

The dry kilns will be furnished with steam from independent boilers equipped with devices and grates for handling refuse material as fuel.

The construction of these plants will mean an immediate increase in the working force at Jeffris by 250 to 300 men.

New Assistant for Forest Products Laboratory

Director C. P. Winslow of the Forest Products Laboratory at Madison, Wis., has been given an assistant—O. M. Butler, who heretofore has been serving as assistant district forester, being located at Albuquerque, N. M. Mr. Butler has been with the Forest Service for the past ten years, having put in most of his time in the western districts. He is a graduate of Butler College, Indianapolis. Since his graduation he has handled practical work at lumber operations and has also spent quite a little time in newspaper work.

A. D. Parr

A. D. Parr, president of the Parr Lumber and Planing Mill Company, Clarksburg, W. Va., died at Baltimore last Friday after a prolonged illness of Bright's disease. Mr. Parr had sought relief in the mild climate of Florida during the spring, but returned recently no better, and failed rapidly. He was fifty-nine years old, and besides his lumbering interests, devoted much of his attention to blooded horses, he being among the best-known owners in West Virginia. His wife survives.

Geo. W. Curtin

The death of Gen. Geo. W. Curtin, president of the Pardee & Curtin Lumber Company, Pardee, W. Va., on June 7 is reported. General Curtin had experienced a stroke of paralysis, and this, combined with his years—he was seventy-four years old—put his recovery out of the question. General Pardee got his title by gubernatorial appointment. He served in the Civil war and had long been prominent in the hardwood trade, the chief office of the company being at Clarksburg. He leaves a son, H. B. Curtin, who is also connected with the company. The funeral took place June 9.



WHERE VOLUNTEERS SIGN UP FOR SERVICE

Petitions for Extensive Bond Issue

The district court of the United States for the western district of Michigan has issued a petition of the Michigan Trust Company of Grand Rapids, Mich., receiver for W. H. White Company, Boyne City, Mich., in which it is asked that the petitioner be authorized to accept bonds of a proposed issue of the Boyne City, Gaylord and Alpena Railroad Company to apply on an indebtedness of \$330,000 of the railroad company to the W. H. White Company. It is also asked that the petitioner be authorized to cause the W. H. White Company to borrow \$450,000 from R. E. Olds of Lansing, Mich., against which will be deposited bonds of the railroad company and stock of the Tillamook Yellow Fir Company which is owned by the W. H. White Company. As further security it is stated that R. E. Olds shall have a lien on the stock of the White Brothers Lumber Company.

Pertinent Information

Facts on Wooden Car Construction

The special railroad committee has secured data showing the decline in the use of wooden cars. Data given on the basis of replies received from 294 roads with a mileage of 235,406 in the United States, and eight roads operating 31,299 miles in Canada. There were but three wooden passenger cars constructed in 1916 and but ten were under construction January 10, 1917.

The following table shows percentage of steel, steel underframe and wooden cars 1909-1916:

Acquired in	Total Number	PERCENTAGES		
		Steel	Underframe	Wood
1909	1,889	21.6*	21.6*	51.1%
1910	2,658	21.8	21.8	51.1%
1911	3,130	21.8	21.8	51.1%
1912	2,660	68.7	20.9*	10.4
1913	1,660	68.7	20.9*	10.4
1914	1,105	71.5	20.3*	4.5
1915	1,696	73.7	20.1*	6.2
1916	1,445	92.5	7.3*	.2
January 1, 1917 (underconstruction)	1,759	82.5	16.9	.6

*This figure includes wooden cars reconstructed with steel underframe.

The number of wooden cars in service January, 1912, was 48,126. As there are now approximately 39,169 in service, there have been 8,957 repaired in four years.

The report gives an interesting analysis of cost of replacing wooden cars as follows:

	Number	Average Cost	Amount
Postal	267	\$19,000	\$ 5,083,000
Mail and Baggage	2,251	17,500	39,392,500
Mail, Baggage and Passenger	547	17,500	9,572,500
Baggage and Passenger	3,129	17,500	54,757,500
Baggage or Express	6,698	14,800	97,798,400
Passenger	20,006	23,000	460,138,000
Parlor, Sleeping, Dining	1,432	37,000	53,194,000
Business	76	26,000	1,976,000
Motor	323	35,000	11,305,000
Total	39,169		\$881,287,340
Annual interest charge at 5%			\$ 41,964,367

Still Further Export Reductions

The last month brought a further contraction in the exports of lumber from Baltimore, some additional items being omitted from the list, while others were greatly reduced both with regard to volume and value. No shipments of logs were made, while those of boards were confined to poplar and spruce, which latter wood constitutes by far the largest proportion of the shipments. Not only did the shipments of spruce attain what are probably record proportions, but while the increase over the corresponding month in 1916 amounted to about a third, the declared value was approximately double that of May, 1916, showing conclusively that the range of values is steadily going up, even on this side of the Atlantic, with no freight rates counted in. No shooks were shipped, the list being narrowed to just seven items, against at least double that number under normal conditions.

Call for Lumber Growing

The location of one of the sixteen cantonments to be established for the training of the great army to be raised for the war in Europe at Admiral, about seventeen miles out of Baltimore, has given the lumbermen of this section much to think about, especially when it is coupled with large requirements in other directions, such as the erection of dwellings for the many thousands of workmen attracted by the new industrial establishments that have gone up in Baltimore and vicinity of late. According to the government estimates, the cantonment will call for about 13,500,000 feet of lumber. Most of this will be yellow pine, but there will also be some hardwoods, cypress or poplar, and the trade is on the alert to see how the contracts for this great quantity of lumber will be placed. There are some who maintain that the quantity of lumber actually needed will be closer to 25,000,000 than to 13,000,000. But even the lowest estimate is of such magnitude as to make it certain that the filling of the government requirements by lumbermen of this section would have a very distinct impression upon the trade. It has been suggested that a combination of

lumbermen represented at the mills in the South is likely to get this order, but members of the trade here contend that the government could get lower prices, when allowance is made for the railroad freight rates, than if the lumber is obtained down South, with a freight rate of five or six dollars or even more to pay. One of the obstacles is the unwillingness of yardmen to deplete their stocks by the withdrawals of the items the government may want, which would leave them unable to take care of their general business; for it would be very difficult now to supply these deficiencies by drawing on the mills. If the government were satisfied to take over the entire stock of a yard, the question would be different, but just to pick out some things and leave the others would cause embarrassment to the yards. The developments in connection with the cantonment proposal, therefore, will be watched with the keenest interest and may be expected to have an important bearing upon the trade.

In connection with the program to build a large fleet of wooden vessels it is to be said that the government has placed contracts with the Maryland Shipbuilding Company, recently organized by J. E. Aldred, chairman of the Consolidated Gas, Electric Light and Power Company, and his associates, for six vessels. The company has acquired property on Bear Creek for yards, and the preliminary work of erecting the necessary ways and other structures is already in progress. The first hull is to be delivered by them to the government by April 30, 1918, and the others are to follow at intervals of one month. The engines may also be built in this city.

As another outlet it is to be mentioned that hundreds and even thousands of houses are going up or will shortly be commenced in the sections just around Baltimore to house the population attracted by the new industrial plants. It is estimated that each of these houses will call for not less than 10,000 feet of lumber, so that many millions of feet will be used, with yellow pine making up the great bulk of the orders, but with the hardwoods also receiving a share of the attention.

Big Bills of French Timber

The timber bill in three months for the British trenches in France is about 15,000,000 feet. Most of this is in the form of round poles and logs, used to wall up the trenches, construct bombproofs, and make platforms for guns. Some of this timber can be used a second or third time, as the British lines move forward and the Germans edge away a little farther toward the Rhine. Some of the timber abandoned by the Germans in their periodic retreats can be used by the British, but not a great deal, for most of it is badly broken by the shelling it gets before the Germans begin to move back.

Oak Bark for Tanning

Tanning material is at a premium in Europe. Oak bark has been selling in England at \$45 a ton, and some predict that it will reach \$55. More has been peeled this season than ever before in a like period. The cutting of timber has been more extensive than ever before. They are also peeling larch bark for tanning purposes.

Mississippi Running High

The Mississippi river at Memphis is showing quite a high stage for this time of the year, practically 34 feet at Memphis. This is within one foot of flood stage and is the highest water recorded so late in the summer for many years. Considerable land between the levees and the banks of the Mississippi is under water, but there has been no overflow, and unless more water appears there will be none so far as the territory protected by levees is concerned. This means that lumber interests have not been adversely affected by the rise and that they will not be so unless official calculations as to the crest of the present stage are wrong.

Heavy rains occurred in the Memphis territory some days ago and caused some delay in logging operations. Practically perfect weather is noted at present, however, and the ground is drying at a very satisfactory rate. The scarcity of labor for work in the woods is an item of considerable importance, according to some owners of timber lands. One of the most prominent lumbermen here, owning large timber properties in Arkansas, says that labor is both scarce and not dependable. The shortage of cars is affecting the handling of logs after they have been prepared for shipment, and, even after making allowance for the recent heavy rains and for the scarcity of labor, more logs are ready for delivery to the mills than there are cars to handle them. Most of the timber being made ready is that cut from timberlands owned by the big manufacturing firms. The supply of logs offering in the open market is reported very light compared with normal, and prices are said to be unusually high.

Building Operations for May

The building permits, issued in 113 principal cities of the United States for May, were about two-thirds the aggregate estimated cost of those issued in May, 1916. The official figures as received by the *American Contractor*, Chicago, total \$75,168,153, against \$114,331,891 for May last year, a decrease of 34 percent.

It looks like a distressing shrinkage of building operations. In a sense, it is. But there are "mitigating circumstances." There is hope for the future. In groping about for comparisons, it is peculiarly appropriate to compare present conditions with those which followed the opening of the war, nearly three years ago. There was then the same drop in new construction work. The comparative loss was small in August, 1914, but increased to 32 per cent in September, and reached a maximum of 41 per cent in December, 1914. Then the tide turned, and in December, 1915, the building permits increased 84 per cent over those of the previous December.

Increases in volume, accompanied by climbing costs of materials, continued the rule from that time on until the United States entered the war. The prospective builder who held up his plans when the war broke out discovered a year later that he would have been much better off if he had gone right on with the work. In other words, God hates a quitter, and usually gives material evidence of his displeasure.

The future is no clearer, so far as conditions to develop in the construction world are concerned, than they were nearly three years ago, but if comparisons are valuable the deduction to be made now is so obvious that any one can make it.

There is another point that deserves attention in this connection. It is that the actual construction work of the present has not decreased. The figures of building and engineering work for May, based on contracts actually closed, published in last week's issue of the *American Contractor*, showed an increase of 20 per cent over May, 1916. The building permits, as tabulated in the present article, relate partly to future business. There is an abundance of opportunity for the wise ones to change the prospective trend.

An Anonymous Letter

Of course no man can blame anybody for desiring to make his purchases at as low a cost as possible. However, an effort which has come to light recently to break the hardwood market is not logical in that under present conditions it cannot serve the purpose for which it is intended and because its real effect would be more likely to be the creation of ill feeling between the buyers and sellers of hardwood lumber. Beyond that, such an effort is calculated to create a false impression of actual conditions without the compensation of gaining any definite end.

The following anonymous letter, which explains itself, has been going the rounds of late. It is unnecessary to say that this spirit will not help to get the buyers and sellers closer together. The development of more harmonious relations is the only goal toward which anyone should work who has a sincere desire to better conditions in the production and consumption of hardwood lumber:

LUMBER IS TOO HIGH. It is the time WE CONSUMERS have SOMETHING TO SAY ABOUT IT. It will take UNITED EFFORT, but we cannot organize or we stand in jeopardy of the law. Dry stock happens to be scarce, but the mills are sawing more than will be needed for the next two years.

Just try this and see how it works towards bringing prices to where they belong. Beginning June 15, for thirty days, don't buy a foot of lumber unless ABSOLUTELY NECESSARY, no matter what price they make. Tell all lumbermen salesmen you have enough stock to last you a LONG TIME and that all indications are downward. Enlarge upon this all you wish. Tell them business is poor and going to pot. It can't go any higher in price; the chances are all in our favor.

If sixty per cent of the buying trade sit tight and don't talk to people of this effort to reduce price, you'll see prices tumble fast. The lumbermen are the weakest sisters in the country and get scared easily. They haven't the nerve to stick. Just see if these predictions don't come true.

We are spending our money and time in getting out 20,000 of these letters to trade with NO JOBBING OR MILL CONNECTIONS. You can do the same by writing a few of your friends to hold the fort. Relief is coming and A DOLLAR SAVED IS ONE EARNED. Your pocket book is at stake. Watch it carefully now. Be careful not to let mill people know of this effort. Don't even inquire for stock for thirty days: the mills will need money so badly in thirty days they will come to us.—E Pluribus Unum.

Lumber for War Purposes

According to computation of the lumber committee of the Council of National Defense, 2,000,000,000 feet of lumber may be used directly for war purposes in the next twelve months. It is now planned, according to latest advices, that each encampment will take care of about 40,000 men instead of 25,000 as originally planned, thus, of course, greatly increasing the quantity of lumber going into these uses.

It is estimated that the wooden ship-building program as now contemplated will call for some 400,000,000 feet of lumber. Among the cases where hardwoods will come more prominently into use are army cots in the construction of which are now going great quantities of maple and beech, tent poles, automobiles, artillery, cooperage, furniture, docks and piers, trench lining, saddles, mine timbers, tools, railroad construction and the lumber necessary in building factories to turn out government commodities.

Gas Made from Wood

The making of gas from wood instead of coal is no new thing. The process has been well understood for many years; but the cheapness of coal, and its superiority over wood, have stood in the way of utilizing wood in the manufacture of gas. At the present time, however, economic changes are bringing wood forward as a gas material. The redeeming feature in the situation is that waste wood is as suitable as any other for gas, and America has waste almost without limit. The *London Timber Trades Journal* has the following:

The use of wood instead of coal for the manufacture of gas is occupying much attention in Scandinavia and other wood-producing countries. During the whole of last year, for example, the gas works at Helsingfors manufactured gas almost exclusively from wood instead of from coal, and both technically and economically, with good results. In Norway, preparations are being made to alter the methods of production and to change from coal to wood, and in Denmark the gas works at Horsens are adopting the new methods. The alterations and rebuilding which are demanded to make it possible for a gas works to use wood instead of coal are neither extensive nor expensive. The quantity of gas obtained from wood is about the same as that secured from a similar quantity of coal, but less tar and much less coke result. The warming power of wood gas is about twenty per cent less than that of coal gas, but the gas is cheaper to manufacture. All kinds of wood can be employed.

Car Supply Still Spasmodic

There is no material change in the car situation in Memphis and the Memphis territory as compared with a fortnight ago with the exception that there is perhaps a slight increase in the number of flat cars for the handling of logs and therefore a fair gain in the quantity of timber available at the mills here and elsewhere in this territory. More mills in Memphis proper are running now than for some time and they are rather better supplied with logs than a short time ago. They are still unable to secure enough timber to justify full operations continuously, which is only another way of saying that there is room for still further improvement.

It is officially estimated that the shippers of lumber and lumber products are receiving slightly more than 50 per cent of their requirements in the way of cars. Some are running above this figure, while others are falling below it, with the result that it is considered a fair average. The Car Service Commission and the lumbermen are working together in the most harmonious manner. The lumbermen are loading all cars to full capacity and they are likewise loading and unloading more promptly than ever before. The carriers, on the other hand, are switching more frequently and are likewise moving both loaded and empty cars more promptly. The Car Service Commission is securing the co-operation of the cotton people in the matter of full loading of cars and it is now working on the cotton seed people with a view to securing their help.

The chief complaint of lumber interests lies in the irregularity of the car supply which makes it impossible for them to determine upon any definite policy. "We have plenty of cars for a period of three or four days," said one prominent manufacturer recently, "and think that the car situation is all right. We make our plans accordingly," he continued, "and find in the next few days that the car supply is still far from full and that we cannot afford to base our operations on the assumption that we are going to get plenty of cars." This is the way the situation strikes all of the lumber manufacturers, with the result that they are unable to count definitely enough upon cars to justify them in making plans for full operation of their plants.

Seasoning Applewood

The chief use of applewood is for sawhandles. It has been stated that the tendency of this wood to check during the process of seasoning is responsible for a loss of sixty per cent. The Forest Service at Madison, Wis., is carrying on experiments in its dry kiln for the purpose of lessening that loss. It is working with a shipment of green inch apple lumber from Pennsylvania.

Many Treenails Wanted

Treenails are wooden pins used in building wooden ships. The Douglas fir ships to be built on the Pacific coast call for 20,000 treenails each. Of these 4,000 must be 1¼-inch square and 26 inches long, and 16,000 shall be 1½ inches square and 40 inches long. They must be of locust, white oak or some other approved wood. The Pacific coast has no suitable treenail wood and the East must furnish them.

Black Gum for Guns

According to old school books, out of date fifty years ago, the school boys trained with wooden guns in their martial sport, and the poem describing the occasion said:

Our muskets were of cedar wood,

With ramrods bright and new.

The wooden gun is coming back, not for school boys, but for training real soldiers. The government has ordered 6,000,000 wooden models of the United States army rifle, to be made of black gum. Training camps will use them instead of the real rifle. They will be made by the Adele Perrio Company of Pylant, Miss. Black gum is not liable to split.

Saving Injured Trees

The German vandalism during their retreat in France made a specialty of cutting down or girdling fruit trees. An exchange has this to say:

Thanks to the genius of the French race and its indomitable industry, it is hoped that large numbers of the fruit trees which the Germans did their best to destroy, and in many cases succeeded in destroying, may be saved. Throughout the entire district devastated there were thousands of trees that the close pursuit of the French prevented the Germans from cutting down completely. Instead the cultured tree-killers cut off a circle of bark which, with a few days' exposure to the sun would have been enough to kill them.

These trees presented the easiest problem. The wounds were bound up by thousands of army surgeons, and Red Cross ambulance drivers and stretcher carriers assisted. The circle was first covered with a special grafting cement, and the entire wound then carefully bandaged, often with bandages prepared for human limbs. Tar was also used for the work, and finally even a loamy clay. In the end it was found that moss, twisted and tied about the dressed wound, was as effective as anything else. A much more serious problem presented itself where the trees had been cut down. But here French genius also solved the problem. The stumps, protruding usually two or three feet from the ground, were first trimmed off so as to conserve the sap. This stump was then treated with the grafting paste and carefully bandaged till the tree lying at the side budded from the sap that remained after being cut down. Branches that showed great numbers of buds were then cut off and grafted into the prepared stump. To-day these grafts are in full leaf and blossom, and years have been saved in restoring the cut-down orchards.

Brown and Green Oak

An interesting article on brown and green oak was recently contributed by A. D. Webster to the London (England) *Timber Trades Journal*, and a summary of the article is here given:

What is known in the trade as brown or red oak timber is only found in this country, and in a very limited number of stations here. It should be understood that brown oak timber is a strictly English product that is more or less confined to the Midland and Eastern Counties, and does not exist on the continent.

Strange as it may appear, all the best trees of the brown oak have been sent to America, where the timber is greatly valued and extensively used as veneers. The dining-room in the White House at Washington is entirely paneled with English brown oak; while thin veneers of the same timber are extensively used in the making of the best class of furniture and in the decoration of Pullman cars.

So valuable is brown oak timber that it is used in thin veneers of from thirty to forty to the inch. In this country there are but a few furniture specimens of the solid brown oak timber, though in one old country mansion in Bedfordshire a bedroom suite is entirely made from the wood.

The cause of the natural white timber turning to a rich brown or chestnut color is a vexed question, though it is generally ascribed to certain properties in the soil, and in some cases is brown from infancy. Mr. Michie, woods manager to the Duke of Portland, whose experience with brown oak timber on various estates is perhaps greater than that of any other person, tells me that in his opinion the particular oak which produces the brown timber is a distinct variety or species. In the case of trees that have been pollarded the timber may be brown from decay, and certainly many of those at Amptill, where some of the most beautiful wood is produced, are in such a condition. On the other hand, the highest priced and most beautiful brown oak timber that I have seen was from a tree that was perfectly free from rot or blemish, and had not been pollarded. There is, however, considerable difference in the coloring and texture of wood produced by pollarded and unpollarded trees. The timber of the pollard brown or red oak is usually of fantastic shapes in graining, with a great variety of beautiful figuring owing largely to the growth being stopped vertically and spread over the butt end. It has been said that brown oak owes its color to the activity of a fungus living in the wood, but specimens of the timber from Welbeck and Woburn fail to substantiate the statement. It is far more likely that the absorption of iron from the soil is the cause of the beautiful coloring in brown oak timber, and experiments now in hand tend to uphold this theory.

The beautiful vivid green color assumed by oak timber under certain conditions is said to be due to the action of the parasitic fungus *Peziza*, or *Helotium aeruginosum*.

In this country green oak timber is comparatively scarce, the finest samples that I have seen being from an estate in Kent, and another in the North of Ireland. I learn that in Lower Normandy a large number of the pear trees have their wood colored green, and in other parts of the continent the timber of the birch and beech are similarly tinted. The appearance of the green coloring in the timber of the oak is not an indication of disease in the tree, but rather of having attained to maturity. Although in France it is known as "green rot," yet this is a mistaken application, as the timber is remarkably hard and the texture unaffected, while the durability of the wood has been found to be quite equal to that of the ordinary oak. Owing to the scarcity and high prices of green oak timber, experiments have been undertaken to produce the desirable green color by artificial means but without success. Green timber of oak and pear is much appreciated both on the continent and at home for artistic cabinet work.

Hardwood News Notes

< MISCELLANEOUS >

The Bee Tree Lumber Company, manufacturer of hardwood lumber, is now located at Massie Mill, Va., having moved there from Bee Tree, N. C.

An involuntary petition in bankruptcy has been filed by the Independent Table Company, New York, N. Y.

The business of the Advance Furniture Company, Sheboygan, Wis., has been transferred to the Art Furniture Company.

The Clinton Furniture Company, Lock Haven, Pa., has sold out to the Indian River Table Company of Philadelphia, N. Y.

The W. L. Russell Box Company, Wilson, N. C., has sustained a loss by fire.

The capital stock of the Texarkana Casket Company, Texarkana, Ark., has been increased to \$150,000.

The Hoffman Crate and Lumber Company at Cambridge, Boston, Mass., has been incorporated at \$10,000.

The Milwaukee Refrigerator Transit and Car Company, Milwaukee, Wis., has sold out to the Marsh Refrigerator Service Company.

The firm of Nichols & Clement, Grand Rapids, Mich., has been succeeded by Arthur J. Clement.

An increase in capitalization has been effected by the Park Falls Lumber Company, Park Falls, Wis.

The Macey Company, Grand Rapids, Mich., has reorganized.

The Rocky Mount Woodworking Company has been incorporated at Rocky Mount, N. C.

< CHICAGO >

At East St. Louis, Ill., the Illinois Walnut Company has been incorporated.

The capital stock of the Chicago Veneer Company has been increased to \$220,000.

M. J. Fox of the Von Platen Lumber Company, Iron Mountain, Mich., has made a practice of late years of having a two-fold reason for celebrating when he got to Chicago for the National hardwood meeting. One reason has been the meeting itself (and the natural desire to make the

most of a trip to the big city), and the other that on two previous occasions his arrival for the hardwood doings has coincided to the hour almost with the arrival at Iron Mountain of a son. The trouble with establishing such a record is that it must be kept up. But big "M. J." is not easily discouraged, and, true to precedent, news of the arrival of the fifth son greeted him when he landed in Chicago the day before the big meeting. Mr. Fox said that the word from home was altogether encouraging and that he confidently expects to have a similar announcement to make next year. Owing to the fact that some thousand men were expected here for the meeting, HARDWOOD RECORD's representative did not violate the confidence of the man from the North, as to have taken care of the demand for pledges to the boy and the mother, that would certainly have come with the spreading of the news, would have taxed "M. J.'s" capacity, if not his expense account. However, he is now safely back home.

Walter B. Burke, vice-president and general manager of the Lamb-Fish Lumber Company, Charleston, Miss., was in Chicago with Mrs. Burke last week on the way back from a several days' stay at Washington. Mr. Burke is serving on the lumber and forest products committee of the Council of National Defence, and with the other lumbermen of that committee, has been putting in quite a little time at Washington in the last couple of months.

Texas was represented at the National meeting by several prominent manufacturers, among whom were H. G. Bohlssen of New Caney, Tex., and A. O. Davis, manager of the hardwood department of the Sabine Tram Company, Beaumont. Both Mr. Bohlssen and Mr. Davis brought their wives with them and remained in the North for a week or ten days after the meeting was over. While in Chicago they attended a meeting of the Texas manufacturers to decide upon certain questions pertinent to the hardwood trade of Texas.

Chicago trade was interested in learning last week of the purchase by other stockholders of the Claney interests in the Thornton-Claney Lumber Company, which operates extensive yards at 2315 Elston avenue. The three Claney's, John, A. B., and H. P., retired from the organization, and the new officers are: Edward L. Thornton, president; W. S. Frisby, vice-president, and S. C. Anderson, secretary and treasurer.

< BUFFALO >

A. W. Kreinheder, O. E. Yeager, C. N. Perrin, W. K. Jackson, Hugh McLean and other members of the lumber trade here have been actively engaged lately in making a canvass for funds for the American Red Cross, which had a campaign in this city to raise a fund of \$1,500,000. A large number of wealthy men contributed heavily to this cause, one subscription being \$100,000 and a number of others of \$10,000 or more.

What is possible to accomplish in the artistic finishing of American woods was well demonstrated here from June 14 to 16 in a public exhibition at the Builders' Exchange. The display was made by the National Lumber Manufacturers' Association and the Bridgeport Wood Finishing Company. Several hundred panels were exhibited in different modern finishes, together with Morgan doors and models of buildings. A moving-picture exhibition was given by the Southern Pine Association, the speaker being R. H. Gheen of the extension department.

A Buffalo architect reports that his business is falling off fast and he does not expect it to revive materially until the cost of building is more in accordance with the ideas of owners. It is generally agreed that material, and especially manufactured stuff like plumbing, is far beyond the reach of ordinary builders. As to carpentry work, that is a small item and does not affect the trade so much as the cost of material does.

The visit of the Federal Lumber Trade Commission to Buffalo was an occasion of much interest. The commissioners were entertained at a luncheon at the Hotel Statler and afterward visited some of the leading hardwood yards of the city. Among the lumbermen who looked after the entertainment of the commission were Horace F. Taylor, Fred M. Sullivan, G. Elias, H. I. Abbott, Henry I. George and John McLeod.

While the campaign for the Liberty loan was on in this city meetings were held at a number of the hardwood yards. C. N. Perrin, F. M. Sullivan and C. W. Hurd were on a committee to call on all the lumber yards and solicit subscriptions and they helped to raise a large sum. Employees took a large number of the bonds, in some cases sixty per cent of the men subscribing.

< PITTSBURGH >

The Monongahela Lumber Company announces that it is in a state of general turmoil. Nothing is certain except kicks. To get hardwood ready for the market and then to get it shipped is a mighty hard proposition at present.

The Acorn Lumber Company has been doing a good business in hardwood for manufacturing concerns all the year. It was fortunate in making some early purchases of lumber which has lately come into exceptional good demand.

The Frampton-Foster Lumber Company reports better business in May than in any other month in its history. Shipments this month will show a gain over those of last year.

The Johnston-Davies Lumber Company reports splendid business in all lines of mining stocks. The only difficulty is to get enough lumber to satisfy the demand. Prices are in general at the seller's option.

The American Lumber and Manufacturing Company has gotten its big hardwood operation at Lenox, Ky., under operation and it promises to be

one of the most successful in that state. Its tract of hardwood is good for many years' cutting, and from it they will provide a splendid variety of all lines of merchantable hardwood.

C. F. Dahlstrom Lumber Company, which has offices in the House building, is running the hardwood mills at Fair Oaks, Pa.; Trafford, Pa.; Iron Bridge, Pa., and Tyrone, Pa. Its specialty is oak, although it manufactures a large amount of other hardwoods, and it reports a splendid market for its lumber.

BOSTON

The ten sawmill units organized for foreign service have left for England with complete equipment to commence conversion of British forests into timber and lumber for military purposes. They attracted much attention as they marched to the wharf on the afternoon of Liberty Loan day, each under a special contract with the English Government for civilian duty for only one year and wholly within the United Kingdom. These men are welcome to the British Isles where there is much standing timber with little experienced labor to utilize it and save much of the declining trans-Atlantic tonnage for more vital requirements. England is willing to pay the entire cost, but the New England State Governments and lumbermen of New England expect to meet the expenditure themselves and donate it to assist on the other side although it is hard to get labor and material of this kind sufficient for our own needs. The committee, headed by Martin A. Brown and Harry B. Stebbins of Boston are to be commended for placing the entire outfit in transit within a month from the starting of the work.

The W. A. Hatch Lumber Company is a new appearance in the Boston trade, having opened an office at 131 State street.

The Lumber Trade Club of Boston held a meeting on June 14, at Young's hotel, Boston. M. E. Philbrick of John M. Woods & Company is president of the club the current year. The club was addressed by H. LaRue Brown, assistant United States attorney-general.

BALTIMORE

There was an increase over previous months in the declared value of the new buildings for the erection of which permits were issued by the inspector of buildings in May, though the total still falls short of corresponding months in some other years. The aggregate valuation amounted to \$631,760 for new buildings, \$57,700 for 104 additions and \$128,300 for 541 alterations, a grand total of \$817,660. No really big operations were included, while even the number of two-story houses fell below the ordinary. Of course, the exhibit does not include the work progressing out in the Baltimore and Anne Arundel counties, where great numbers of small dwellings are under way. On the whole, however, the yards say that they experience quiet at this time, and that many of the better classes of structures are being delayed.

John L. Alcock of John L. Alcock & Co. is back from a trip to California, where he looked after some matters in connection with his export trade.

The assets of the retail lumber firm of Clarke & Fritz, on South Sharp street, which went into the hands of a receiver several weeks ago, were offered to the highest bidder by the referee in bankruptcy at his office on June 13. The liabilities of the firm were put at around \$13,000, while the assets were said to be hardly more than nominal.

COLUMBUS

The W. M. Ritter Lumber Company, which has general offices in Columbus, is about to complete two large band mills at Fremont, Va., which will work on a large timber tract in that section of the state. The mills are about two miles apart and will cut oak, chestnut, ash, poplar and basswood. One of the mills, which is single, will have a capacity of 35,000 feet daily and the other, a double mill, will have a capacity of 65,000 feet. A planing mill will be erected later to take care of the product of both sawmills. A private electrical plant, kilns and railroads will be built to get the plant in working order.

Suit was filed in United States district court by the Weis-Peterson Box Company, Waterloo, Ia., against Jesse W. Darling, Cincinnati, proprietor of the J. W. Darling Lumber Company, to recover \$4,000.45, with interest from March 1, 1917, alleged to be due as damages for the defendant's alleged failure to furnish lumber under a contract entered into July 25, 1916.

The officers of the Ohio Association of Retail Lumber Dealers have completed arrangements for the annual outing, to be held at Cedar Point, August 3 and 4. At the same time the annual outing of the Union Association of Lumber and Sash and Door Salesmen will be held. Reservations at the Hotel Brakers are numerous, indicating much interest in the coming outing.

The Ohio Builders' Supply Association, headquarters of which is at Columbus, has been invited by the Council of National Defense to appoint a committee of from three to five of its best-informed members to keep in touch with the officials at Washington. The association, in a vigorous communication, protested against the commandeering of cars for hauling coal and consequent interference with the transportation of building supplies. Senator Pomerene took up the matter with the defense council and received from Daniel Willard the invitation for co-operation from the Ohio association.

Because of the high price of building supplies several large building

projects in Columbus have been postponed, for the time being at least. The building report for May shows that 245 permits were issued with a valuation of \$500,310 as compared with 368 permits and a valuation of \$1,030,550 in May, 1916. For the first five months of the year the department issued 1,038 permits having a valuation of \$1,964,220, as compared with 1,393 permits and a valuation of \$3,604,065 for the corresponding period in 1916.

The Fayette County Lumber Company of Washington Court House, O., has decided to dissolve partnership. A new corporation with a capital of \$150,000 has been formed, with C. E. Slagle as president; Arthur Slagle, treasurer; and W. C. Slagle, vice-president and secretary. W. C. Slagle will also be general manager. The company operates yards at Greenfield as the Slagle Lumber Company.

The Reynolds Lumber Company, New London, Ohio, will enlarge its quarters by erecting an addition, which will give it about 4,000 square feet.

The Lake Erie Lumber and Supply Company, Cleveland, O., has increased its capital from \$200,000 to \$300,000.

The Marysville Wire Fence and Lumber Company, Marysville, Ohio, has decreased its capital from \$150,000 to \$15,000.

The Richard Bartlett Lumber Company, Cincinnati, Ohio, has been incorporated with a capital of \$10,000 to deal in lumber. The incorporators are Richard Bartlett, Ben B. Nelson, C. C. Linz, D. A. Renbach and J. F. Barnes.

R. W. Horton of the W. M. Ritter Lumber Company reports a better demand for hardwoods, with the volume of business about equally divided between factories and yards. Prices continue high and deliveries are slow, although some improvement in the car service is reported.

W. L. Whitacre of the W. L. Whitacre Lumber Company has returned from a buying trip through the South.

J. A. Ford of the Imperial Lumber Company reports a good demand for West Virginia hardwoods at higher quotations.

Fire in the yards and sheds of the Hedges & Clark Lumber Company, 441 North Park street, Columbus, caused a loss approximating \$20,000 last week.

CLEVELAND

Manufacturing and building requirements vie with each other for the hardwood demand in Cleveland. Although comparing favorably with former years, the building industry is not what it should be in Cleveland according to lumbermen. Although a recent report of the housing commission showed that 10,000 habitations were needed and conditions are growing constantly worse, it is said high prices of material are keeping capital out of investment in renting property. Another reason for the slow picking up of building is the fact that many Cleveland building mechanics found permanent work in other cities and are not returning. It is expected that the next few weeks will see building reach its maximum for the present year. Demand for housing is acute throughout the industrial cities of northern Ohio.

As regards shipping in the Cleveland district, those in touch with the situation predict that the country will soon be face to face with worse conditions than have been known heretofore.

T. C. Williamson of the Lakewood Lumber Company has purchased a two-acre parcel of land at Berea road and West 114th street from W. H. Cooley. His plans are not announced.

The plant of the Mills-Carleton Lumber Company on Carter road was saved by the heroic work of firemen when a \$6,000 fire swept the adjoining plant of the Smith Facing and Supply Company.

Arch C. Klumph, president of the Cuyahoga Lumber Company, returned recently from Atlanta, Ga., where he presided at the annual meeting of the International Association of Rotary Clubs.

The Rocky River Dry Dock Company is making demands for oak for keel and framing for a fleet of submarine chasers being built for the United States Government.

C. H. Foote announced that the C. H. Foote Lumber Company will be split into two companies, a new company of the same name to conduct an exclusive carload business, while a retail yard will be opened in Harvard avenue under the charge of E. A. Rosendale and T. E. Doherty of the old company. A new shed has been completed at the retail yard. Mr. Foote will be interested in both, but will give a greater part of his time to the wholesale business.

Frank Chesneu, formerly with the Lake Erie Lumber and Supply Company, is acting manager of the new yard of the Miles Avenue Lumber Company.

The new boiler house of the Cleveland Cooperage Company will be completed within a month according to C. C. Berry, secretary. On all new orders this firm is increasing its prices about 5 per cent to cover increased cost of labor and materials.

The steamer George King from Cutler and the barge R. Botsford from Little Current arrived June 12 with lumber for the Saginaw Bay Company of this city. The Mills-Carleton Lumber Company is consignee of a cargo of lumber on the steamer D. W. Mills, from Duluth. Other cargoes of lumber to reach this port were the steamer M. A. McGregor from Spanish Mills, and the schooners Teutonia from Thessalon and Thomas Gawn from Spanish Mills, all three on June 18.

A two-story addition, 55x65 feet, is being added to the plant of the Etling Lumber and Manufacturing Company, Barberton, O.

E. A. Mercadal Lumber Co.

WHOLESALE AND COMMISSION

953 National Life Bldg., CHICAGO

Northern Hardwoods

3 cars 8/4 No. 1 Com. & Better Birch
2 cars 6/4 No. 1 Com. & Better Birch
5 cars 1" No. 3 Maple
1 car 1" No. 2 Birch
1 car 6/4 No. 2 Com. Oak
1 car 4/4 No. 2 Com. Oak

Southern Hardwoods

1 car 4/4 Fas Tupelo Gum
1 car 4/4 No. 1 Common Tupelo Gum
2 cars No. 2 Merchantable Hemlock
2 cars 1x4 Merchantable Hemlock Strips
1 car 1" Fas Basswood Strips

◀ INDIANAPOLIS ▶

Indianapolis lumbermen have lost in their campaign to induce the war department to establish another training camp near Indianapolis, Louisville, Ky., having won in the contest that was conducted vigorously by several cities in the Middle West. Indianapolis lumbermen subscribed \$10,000 to a fund which was to have been used to buy a camp site to be turned over to the government. Disappointment is not felt keenly here because of the large amount of construction work that is being done at Fort Benjamin Harrison, where about 12,000 men already are under arms. The post is being enlarged from a regimental to a divisional headquarters and the trade is being kept extremely busy in fulfilling the government's requirements for lumber.

Five furniture manufacturing companies of Shelbyville, Ind., have adopted a bonus salary plan for their employees. The plan became effective June 15. Under the plan the men will receive a per cent of their weekly wages as a bonus. Coupons will be issued weekly to employees and these coupons will be cashed at intervals of fourteen weeks. Charles A. Spiegel, of the Spiegel Furniture Company said the payrolls of the five plants would be increased \$20,000 a year by the change.

The J. T. Kitchen Lumber Company of Columbus, Ind., has just paid Thomas Cox \$11,000 for an 80-acre tract of timberland near that city, consisting mostly of white oak and poplar. John Kitchen, president of the company, said that 500,000 feet of lumber would be cut from the tract.

The C. C. Shafer Lumber Company of South Bend, Ind., has purchased an 80-acre tract of heavily wooded timberland near Buchanan, Mich., for \$25,000. The company will erect a plant on the tract in the near future.

Incorporation papers have been issued for the J. A. Glanton Furniture Company of Columbus, Ind., which has a capitalization of \$60,000. Directors are James A. Glanton, Clarence C. McCollough and John W. Kelley.

The John Montano Lumber Company, Union City, Ind., has been incorporated with a capitalization of \$15,000, the directors being John Montano, Emmet Maher and Cyrus M. Thompson.

◀ MEMPHIS ▶

Memphis lumbermen who attended the annual of the National Hardwood Lumber Association at Chicago have returned and they report that the meeting was one of the most successful in the history of this organization. Much pleasure was expressed over the patriotic spirit displayed by everybody who took part in the proceedings and there was also not a little gratification over the adoption of the greater portion of the recommendations of the inspections rules committee. A gentleman officially connected with this committee is authority for the statement that the changes made in the inspection rules will go a long way toward restoring harmony among the lumbermen and toward strengthening the hands of this already powerful body of lumber interests.

F. W. Dugan, president of the F. W. Dugan Lumber Company, reports that his firm has purchased the timber on 1,000 acres of land in Montgomery county, Mississippi, consisting principally of oak, ash, cottonwood and gum, and that the mill of the company, which has been operated for some years at Roundaway, Miss., will be removed in the near future to Thurman, Miss., which is near the new holdings. This company maintains its headquarters in Memphis.

Col. S. B. Anderson, president of the Anderson-Tully Company, has undertaken to secure enough money from the lumbermen of Memphis and vicinity to take care of 100 orphans in France for a period of two years. It will require approximately \$7,500, but Col. Anderson believes that, when the liberality of Memphis lumbermen is coupled with a cause so worthy as that represented by the fatherless children of France society, there will be no difficulty in securing the necessary funds. In any event he has pledged his best efforts in behalf of the orphans to the local branch of this society and will make his report later.

Among lumber and allied firms which contributed largely to the pre-

campaign Red Cross fund in Memphis this week were: Anderson Tully Company, \$1,000; Pidgeon-Thomas Iron Company, \$1,000; Reichman-Crosby Company, \$1,000; Memphis Furniture Manufacturing Company, \$1,000, and Gayoso Lumber Company, \$500. There is no doubt that all of the lumber interests of Memphis will respond generously to the call of the nation for Red Cross funds this week but the foregoing were secured ahead of the opening of the actual campaign so that the movement might be launched under the most favorable conditions.

S. M. Nickey of the Green River Lumber Company, says that it will be several months before the mill of this firm now being rebuilt in North Memphis to replace that destroyed by fire some time ago will be ready for operation. Mr. Nickey says that the machinery manufacturers are all slow with deliveries now because of the rush they are encountering but that, in addition to this delay, a still further one has been caused by the requisition by the government of some of the equipment intended for this plant.

F. E. Gary of the Crenshaw-Gary Lumber Company says the car situation is still quite irregular and that, because of the uncertainty of the situation in this respect, it is rather difficult to map out or accomplish any definite line of action in the manufacture of lumber. He says that his firm, which owns two mills in Mississippi, is operating only one of these at present, largely because of insufficient car supply. He says that there are days when there are plenty of cars but that, just when it looks as if the transportation situation was adjusting itself to a satisfactory basis, there is a run of days when practically no equipment is available. Other lumber manufacturers in Mississippi and Arkansas are encountering a similar problem.

Lumbermen realize the seriousness of the car situation not only for the present but also for the future and they are co-operating with the carriers in every way. They enjoy the distinction of being among the first shippers in this part of the country to load cars to their full capacity and they also enjoy the distinction of telling the curriers how they might materially improve the situation by more frequent switching. The lumbermen are refusing to sell small quantities of lumber requiring only part of the available space in a car and are trying to bring their selling basis in line so that it is possible to ship a full car load every time an order goes out.

There is rather more building activity in Memphis just now than during the past few weeks. Quite a lull appeared during May and comparatively little was accomplished. Returning confidence, however, is bringing about a renewal of building on a more aggressive scale and good returns for Memphis may be expected for the current month.

◀ LOUISVILLE ▶

After being down for several weeks the Louisville Point Lumber Company on June 18 started its Louisville mill, and is cutting oak, ash, poplar, elm and other hardwoods, principally thick stocks, which are in big demand at this time.

The Churchill Milton Lumber Company on June 18 started its new hardwood plant at Greenwood, Miss., which will have a daily capacity, with its double band mill, of a little more than 100,000 feet of hardwood daily. The company will cut principally red delta gum, ash, oak and elm, about eighty per cent of the cut being of gum. The other mill at Glendora, Miss., has a capacity of 50,000 feet daily, giving the company a total capacity of a little better than 3,000,000 feet a month.

The Wood-Mosaic Company, New Albany, Ind., and Highland Park, Ky., recently purchased the timber on the 1,500 acre Sears estate, at Scottsville, Ky., the property being sold at the court house door, and purchased by O. L. Hayes, representing the lumber company, for \$37,675. The land was sold separately for \$24,000 to other parties. The Wood-Mosaic Company will cut the timber and ship it to the mills at Louisville and New Albany.

Louisville lumbermen and contractors, those dealing in both soft and hardwoods, are watching with much interest the recent announcement of the government to the effect that one of the cantonments would be established at Louisville. On June 18 word was received from Washington, stating that the Mason-Hanger Company of Richmond and Lexington, Ky., with other offices in New York, had been given the general contract on a percentage basis, under which net profits are not to exceed \$225,000. A number of large local contracting concerns and lumber houses endeavored to land the contract, but figure that they will probably get a number of the subcontracts and supply contracts on the work. It is estimated that it will cost close to \$6,000,000 to erect the camp, and that when it is completed the government will spend \$1,500,000 monthly on supplies and in paying salaries. Local utility concerns will also expend about a half million in extending service lines to the new camp site.

The demand for labor is growing at such a pace that some of the local newspapers have announced that in the future they will take no advertising for labor to go out of Louisville. Carpenters are especially scarce, as most of the building that has been done during the past few months has been of frame. It is estimated that 3,000 laborers will be required in building the new government camp, which will house 35,000 or more men from Kentucky and Indiana. This will cause a still greater demand for labor, and some will have to be brought in from the outside. Sawmills have been having considerable trouble, and in some cases have closed down and sent the mill forces into the woods to aid in getting out timber.

Members of the Louisville Hardwood Club recently gathered at the

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

"Devil's Kitchen," Bauer's Roadhouse, for the first outing and chicken dinner of the season, and throughout the hot summer months the meetings will be held in the open at a string of nearby roadhouses when the weather will permit. The \$5 fine for non-attendance at meetings could easily have been eliminated at the chicken dinner, as everyone was represented well, in spite of the fact that some of the members had already left for Chicago to attend the National convention. The business session was given over to discussing the hardwood market situation, and the prospects for business in connection with the government's announcement concerning the training camp at Louisville.

In discussing the hardwood situation several of the members stated that the car shortage was still giving them considerable trouble, but that shipments were moving better than for some time past. It was the consensus of opinion that the big sellers were oak, elm, hickory, ash and poplar, all of these woods being in big demand and at good advance in price. Gum is still in good demand and at a good price, and apparently the advance has not cut into the demand to any appreciable extent. Hard maple, cottonwood, beech and cherry are all higher and scarcer, and in good demand.

The Corey-Scheffel Lumber Company, Louisville, recently filed amended articles of incorporation, increasing its capital stock from \$30,000 to \$100,000, divided into 775 shares of common, and 225 shares of preferred, par value \$100. The amendment was signed by A. J. Corey, Edward A. Scheffel and Frank Gernert, representing more than two-thirds of the capital stock outstanding.

As a result of the recent fire at Lexington, Ky., in which a block of old buildings were burned, the city has started a general campaign against frame buildings and old shacks. The first result of this campaign was shown last week when the Curram Lumber Company was notified that it would have to move its plant and yards from Church and Limestone streets to a point outside of the fire district. Notice was served by Col. Edward M. Hite, deputy state fire marshal, acting on advice of the attorney general.

Col. C. C. Mengel, head of C. C. Mengel & Bro. Company, on June 18 subscribed \$5,000 to the Louisville Red Cross fund of \$225,000, over \$100,000 being subscribed within a few minutes by a few of the wealthier residents of the city, and the campaign getting a flying start.

Louisville lumbermen did their full share in aiding in the recent Liberty Loan Campaign in Louisville, which resulted in oversubscription of \$2,324,305 within a two day campaign to raise \$5,000,000, as Louisville's allotment of the issue. This indicates that the city is in excellent financial condition.

W. A. Watts of the Holly Ridge Lumber Company and the Chess & Wymond Company is demonstrating his good fellowship along with many other local lumbermen who are members of the Audubon Country Club. Engineers, surveying for the new military camp, recently found that it would be necessary to take a portion of the ground of the club, including four holes of the fine eighteen hole golf course, in order to properly lay out the camp. The club members through a spirit of patriotism, and also in recognition of what the camp means to Louisville, have nearly all signified their willingness to give up the entire course if such action is necessary. Plans are being discussed for working in four holes at another portion of the course, and renumbering the present holes. This will mean a lot of work and will also put a portion of the course out of the running for a time.

At Winchester, Ky., the Winchester Lumber and Manufacturing Company is spending \$5,000 on additional machinery with which to hustle up some contracts on table bases, feet, pedestals, etc., for extension tables. The materials are finished up partly at Winchester and shipped east to a finishing and assembling plant. The contract will run for about two years. About a car of material a day is being shipped out in all. A number of period turnings are being made on three lathes, while a fourth is turning out 600 pedestals a day, and special lathe is to be installed to turn out cabriole legs for Queen Anne styles, and five sanders are kept busy.

The Mason Lumber Company, Maysville, Ky., which recently announced that it would dispose of its lumber business in order to devote its time to furniture manufacturing, recently advertised an auction sale of all of its woodworking machinery in the lumber department, and experienced a good sale.

At Louisville the Kentucky Wagon Manufacturing Company, R. V. Board, president, has just announced that it has been notified by the government that it has been selected to assemble all the motor ambulances for the U. S. Army. The contract was closed by Capt. John P. Fletcher, U. S. Army Quartermaster's Department. Bodies and machinery from various plants will be brought to the Louisville plant for assembling, while the local plant will make certain parts, trim, etc.

Charles J. Daugherty, of the Emergency Shipping Bureau, Washington, has been visiting the inland river boat plants at Paducah, Ky., Jeffersonville, Ind., Point Pleasant, W. Va., and elsewhere, looking over the shipyards, and learning what can be expected from such builders in connection with building wooden hulls for ocean going boats. Mr. Daugherty carried blueprints and dimensions, and discussed the plan of building the hulls on the inland rivers, and taking them to coast points for their machinery. While in Paducah, Ky., he conferred with Russell Lord of the Ayer & Lord Tie Company; Mike Williams, the Paducah Marine Ways; the Industrial Committee of the Board of Trade, and the barge department of the West Kentucky Coal Company.

◀ ARKANSAS ▶

The Pioneer Pole and Shaft Company is moving its mill from near Arkadelphia in Clark county to Blissville, all of the company's timber holdings in that region having been cut out.

J. L. Schultz of Norfolk, who also operates yards at Berry, Cotter, Calico and Flippin, has recently made a number of shipments of posts to Kansas and Nebraska. Reports from Norfolk and other river points show that cedar shipments have been heavy during the past month. Many rafts of logs have been run down the river during the recent high water.

Ed Plant of Bradford has recently bought a 200-acre tract of hardwood timberland near Searcy from G. W. Saxen, the consideration being \$16,000. The new owner expects to erect a sawmill on the land for the pur-

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WEST VIRGINIA HARDWOODS**

Capacity 300,000 Ft. per Day

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Jacksonville, N. C. { } Wildell, W. Va.
Hertford, N. C. { } Mill Creek, W. Va.

Willson Bros. Lumber Co.
MANUFACTURERS
MAIN OFFICE: PITTSBURGH, PA.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



Don't Order
"Flooring"—
Order "Flint Brand"
Maple and Birch Flooring
and watch for



WOULDN'T IT BE WISE TO ANTICIPATE YOUR REQUIRE- MENTS BEFORE A POSSIBLE ADVANCE IN FREIGHT RATES?

If you have delayed because you couldn't get the lumber don't stop until you have tried us, as our stock of hardwood lumber for the factory trade is the most complete in the North.

We also have a complete assortment of white pine, hemlock and tamarack.

In the hardwood end the stock runs especially heavy on THICK MAPLE, BIRCH and ELM.

Here are a few SPECIAL ITEMS OF DRY STOCK which we have for quick sale:

100 M' 4 4" No. 1 Com. & Btr. Basswood, 10 & 12'	40 M' 8 4" 1st & 2nds Selected Red Birch
200 M' 5 4" No. 2 Com. & Btr. Basswood	100 M' 8 4" 1st & 2nds Unse- lected Birch
1 car 1x4" 2-face Birch strips	100 M' 6 4" No. 1 Com. & Btr. Hard Maple
150 M' 5 4" No. 1 and No. 2 Com. Birch	100 M' 8 4" No. 2 Com. Hard Maple
75 M' 6 4" No. 1 Com. Birch	100 M' 4 4" No. 1 and No. 2 Com. Soft Elm
100 M' 6 4" No. 3 Com. Birch	
75 M' 6 4" 1st & 2nds Selected Red Birch	

MASON-DONALDSON LUMBER CO.
RHINELANDER, WIS.

And remember our
Specialty
always was
Mixed
Cars

pose of cutting and manufacturing the timber into lumber. When the timber has all been removed the land will be prepared for agriculture.

The Southern Hardwood Company, Plymouth, Ind., has filed a certificate with the secretary of state of Arkansas showing the surrender of its charter.

< MILWAUKEE >

The H. G. Mueller Lumber & Manufacturing Company, Sheboygan, has filed an instrument with the registrar of deeds changing its name to the H. C. Mueller Manufacturing Company. The petition also provides for an increase of capital from \$32,000 to \$60,000.

About 700,000 feet of logs and bark belonging to the B. Heineman Lumber Company, Wausau, which were piled on the Guenther branch of the Milwaukee road east of Knowlton, were totally destroyed by fire a short time ago. The Underwood Veneer Company also lost a large amount of logs and cut wood in a blaze.

A part of the Webster sawmill in Clam River was recently destroyed by a fire.

Fire believed to have been of incendiary origin recently destroyed the sawmill of the Stevens Lumber Company, Rhinelander, with a loss of \$40,000. It was the third fire at the mill within three weeks. The city council is considering plans to restore the establishment to operating conditions. Two hundred men were thrown out of employment.

The Diamond Match Company, Oshkosh, is building a new plant, 160x240 feet, four stories high and of brick construction. The new structure means the employment of an additional force of 400 men and a fifty per cent increase in output. The factory will be the largest of the many plants operated in various parts of the country by this company.

Between 1,500 and 2,000 men working in the mills of Marinette, Wis., and Menominee, Mich., are to benefit by a wage increase. The J. W. Wells Lumber Company has posted notice of a raise of fifteen cents a day, the order having gone into effect June 1. The Sawyer-Goodman Lumber Company, the largest on the Menominee river, and the Marinette and Menominee Box Company made similar announcements.

Some of the heaviest losers of timber through the forest fires which ravaged the northern part of the state last month have worked on plants to salvage damaged tracts. All timber killed by fire at this time of the year soon deteriorates, and jack pine, of which large quantities were damaged, is especially prone to do so. This being true, the necessity for immediate and extensive operation is imperative if the hundreds of thousands of dollars' worth of fire-killed timber is to be usefully applied.

The sawmill of the Stearns Lumber Company, Washburn, has been started on its run for the season.

The mill of the Lake Shore Lumber Company, Washburn, also has begun operations and is now running full blast. It is expected that a good supply of logs will be maintained all the time.

The sawmill of the Bauer & Khoop Lumber Company, Butternut, has finished its season cut, totalling 600,000 feet.

The warehouse of the Ludington Company, lumber and shingle manufacturer, Marinette, was recently destroyed in a fire which caused a loss between \$2,500 and \$3,000. The insurance carried amounted to \$2,000.

That income on an investment made prior to the enactment of the present income tax law but which pays returns at the present time is assessable under the income statutes was demonstrated in a recent decision of the Wisconsin state supreme court in the case of the Sallie Moon Company, which claimed returns from an investment in the Northwestern Lumber Company insulated against taxation because the returns were earned before the law became effective. The decision of the court declares that the incomes are taxed when they actually accrue to the beneficiary.

A wind "hitting it up" at a velocity of about forty miles an hour recently snapped a twenty-five foot section off the big smoke stack at the sawmill plant of the New Dells Lumber Company, Eau Claire. The only damage lay in slight impairment of machinery. Both the sawmill and the planing mill are shut down to permit completion of repairs.

The Stearns Lumber Company, Ashland, recently started out a tug in search of a raft of logs which got away from the tug Bayfield during a recent storm.

Elevation of a smokestack over 100 feet high has been completed at the new sawmill of the Fish Lumber Company in course of construction in Antigo. An American flag floats freely above the new vent.

The Stolper Cooperage Company, Milwaukee, has awarded contracts for the erection of a cooper shop, 50x130 feet, at 3206 Fond du Lac avenue, Milwaukee.

The Milwaukee Washing Machine Company has filed an amendment to its articles of incorporation changing its name to the Markesan Laundry Machinery Company.

The stockholders of the Stoughton Wagon Company, Stoughton, recently held their annual meeting and re-elected the entire roll of directors. The directors elected the following officers: President, F. J. Vea; vice-president, Henry Beattie; secretary, W. C. Hegelmeyer; treasurer, M. M. J. Vea. The total sales during the past fiscal year of the company amounted to about a million dollars.

Several lumber concerns of Milwaukee are expected soon to join the

foreign trade bureau recently organized as a part of the Merchants and Manufacturers' Association for the development of foreign business for the benefit of Milwaukee industries.

The body of Charles Curry Chase, vice-president of the Banderob-Chase Furniture Company, Oshkosh, recently was found in the basement of his home, No. 2 West Algoma street. It is supposed he was killed by the accidental explosion of a shotgun which he had fastened in a vise for cleaning. He was prominent in civic life. His widow and three daughters survive him.

The dedication of the soldiers' monument being erected by former U. S. Senator Isaac Stephenson, lumberman, on the island near his home city, Marinette, will take place on July 4. The former senator recently celebrated his eighty-eighth birthday.

Blood poisoning recently developed in the right arm of Richard McLean, general manager of the I. Stephenson Company plant in Wells, Mich. A wood sliver that entered his finger was the direct cause of the malady. An operation was performed in Chicago, and Mr. McLean is at present confined to his home.

Several Wisconsin lumber companies are reported to have formal complaints issued against them by the Federal Trade Commission as a result of the investigations held in connection with charges of conspiracy to stifle competition from mail order houses.

C. E. Snyder, for seventeen years in the employ of the I. Stephenson Company and lately in charge of its lumber yards at Escanaba, Mich., has accepted a position as Delta county, Mich., representative of the Equitable Life Insurance Company.

The new plant of the Wausau Manufacturing Company is rapidly being pushed to completion to take care of the many orders of the company.

The Hardwood Products Company, during the recent campaign for the Liberty Loan, notified its employees how the bonds could be purchased with facility through the company. The suggestion was an inspiration and in twenty-four hours the men employed by the concern had subscribed to \$2,400 worth of Uncle Sam's mortgages.

Lumber taken out of the old Elizabeth hotel, Fifth and National avenues, Milwaukee, which was built a hundred years ago, is as good as new in all respects.

C. F. Wiehe, secretary of the Edward Hines Lumber Company, Chicago, recently was united in marriage to Mrs. Florence Earl Lounsbury of Lake Mills, Wis.

The following officers were elected at the eighth annual meeting of stockholders of the Rice Lake Lumber Company: President, O. H. Ingram; vice-president, William Carson; secretary, Orrin Ingram; assistant secretary, E. B. Ingram; treasurer, W. K. Coffin.

The tug J. D. Kylor, loaded with lumber, recently was towed into port at Marinette to undergo repairs of damage sustained in a severe gale on the lakes.

The Mohr Lumber Company, which began operations in Tomahawk last spring, has remodeled a part of its veneer plant into a planing mill. It was planned at first to erect a new building for the accommodation of the planing plant, but upon investigation it was found that the erection of a new structure would cramp the facilities of the yards in general.

The A. E. White Machine Works, sawmill machinery, Eau Claire, will erect a new building in that city.

Mrs. Oliver P. Pillsbury, widow of Oliver P. Pillsbury, prominent Wisconsin lumberman who died in 1890, recently passed away in Milwaukee hospital, Milwaukee, after an illness of only a few hours.

The sawmill of the Lake Shore Lumber Company, Washburn, recently began work on a big-season run.

One of the finest buildings for housing horses in Taylor county is the stable being built by the Rib Lake Lumber Company, Rib Lake. It is 38x150 feet in dimensions.

There is a probability that the logs of the Mason-Donaldson Lumber Company, Rhinelander, will be saved by the Keith & Hiles mill in Cranston. The Mason-Donaldson firm had always secured sawing service at the mill of the Stevens Company, recently destroyed by fire.

The Wisconsin & Michigan Railway Company, operating a short main line and a logging road between Peshtigo, Wis., and Iron Mountain, Mich., recently was denied exemption from the provisions of the Adamson law by Federal Judge Geiger.

Ralph A. Wagers, well-known lumber dealer of northern Wisconsin, has entered the firm of Kellogg Brothers Lumber Company, Clintonville, Wis., and has been named secretary of the concern.

The Lawson Aircraft Company, recently organized by Alfred W. Lawson, has obtained its first factory and equipped it for the manufacture of airplanes. The company has also taken over two woodworking shops in Green Bay. Lawrence Allison, formerly with the Curtiss, the Standard and the Burgess companies, is chief engineer. Lee Wallace, who has had ten years of experience with airplanes, first with the Christoferson Company, California, and later with the Curtiss, is chief designer. Rudy Sanders, formerly with the Standard, is assistant designer.

The New Dells Lumber Company, Eau Claire, has been ordered by the Wisconsin supreme court to pay damages to five employees and two widows in accordance with a recent decision of the state industrial commission. It was found that the company had negligently furnished the employees with drinking water infected with typhoid germs, two of the men dying as the result of typhoid fever.

"Life ain't in holdin' a good hand but in playin' a pore hand well."
—THE OLD CATTLEMAN.

Stocks are badly broken, yet here
is what we have to offer in

DRY LUMBER for Immediate Shipment

Northern Stock

- 2 cars 1" L. R. Black Ash.
- 3 cars 1" 1 & 2 Birch.
- 3 cars 1" No. 1 C. Birch.
- 2 cars 1½" C. & B. Birch.
- 2 cars 1¼" No. 1 & No. 2 C. Birch.
- 5 cars 1" No. 2 & No. 3 C. Birch.
- 2 cars 1" No. 1 C. Red Birch.
- 1 car 1" No. 3 C. Basswood.
- 3 cars 1¼" No. 1 & No. 2 C. Maple.
- 6 cars 1" No. 3 C. Maple.
- 2 cars 1½" No. 3 C. Maple.
- 4 cars 1⅝" No. 3 C. Maple.
- 2 cars 1¾" No. 3 C. Maple.
- 6 cars 2" No. 3 C. Maple.
- 1 car 1" No. 3 C. Oak.

Can be surfaced and resawed if desired.

Southern Stock

- 3 cars 2" C. & B. Red Gum.
- 4 cars 1" No. 2 C. Sap Gum.
- 3 cars 1" 1 & 2 Quartered White Oak.
- 5 cars 1" No. 1 C. Quartered White Oak.
- 4 cars 1" No. 2 C. Quartered White Oak.
- 1 car 1¼" 1 & 2 Quartered White Oak.
- 1 car 2" 1 & 2 Quartered White Oak.
- 7 cars 1" 1 & 2 White Oak.
- 6 cars 1" No. 1 C. White Oak.
- 8 cars 1" No. 2 C. White Oak.

At our Arkansas and Wisconsin plants we are
daily putting new stock into pile, whose texture
and quality will appeal to the careful buyer

THE
G.W. JONES LUMBER CO.

Manufacturers of
Northern and Southern Hardwoods

APPLETON, WISCONSIN

SOUTHERN PLANT

FORREST CITY MFG. COMPANY, Forrest City, Ark.

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

BLISS-COOK OAK CO.

BLISSVILLE, ARK.

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried
or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 2 1/2" No. 1 Common Poplar; 1 car 5 1/2" FAS Plain Red Oak, dia; 2 cars 6 1/2" FAS Plain Red Oak, dia; 1 car 1 1/2" No. 1 Common Qld Red Oak; 1 car No. 1 Common Ash and 3 cars 6 1/4" Com. & Better Hickory.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

The Jacob Mortenson Lumber Company, Wausau, shipped 159 carloads of logs from Rosholt this season. In all about \$14,000 was paid to farmers in that vicinity, and the average price paid per thousand feet on the stump was \$14.

Because the new sawmill of the Yawkey-Bissell Company, at White Lake, Wis., is situated partly in section 16 and partly in section 21, school district No. 1, including the village of White Lake and the site of the new graded school building to be erected, desires to annex section 16 from district No. 4, and the result is a merry dispute.

C. W. Cove, Stevens Point, is no longer connected with the Cove Furniture Company, of that city, recently combined with the Joerns Brothers plant and now operated under Joerns management.

The Crocker Chair Company, Sheboygan, recently was incorporated in Springfield, Ill., to do business in that state. The capital stock of the concern is \$1,100,000, of which \$71,667 is in Illinois.

Five hundred men were supplied the logging camps during the month of May, this year, by the Milwaukee Free Employment Bureau.

The Silent Washer Company will build a new, modern factory in Clintonville.

The Green Bay Planing Mill Company has purchased the first automobile truck to be turned out by the Oneida Motor Truck Company, in Green Bay.

Construction of the new factory of the Manitowoc Seating Company, Manitowoc, soon will be started. The following have been elected directors of the concern: Thomas E. Terrison, Emil Baensch, J. G. Landahl, Charles Spindler, M. H. Murphy, C. M. Platt and Emil Tietgen.

The city of Milwaukee has enacted an ordinance providing for a fine of not more than fifty dollars and not less than ten dollars for any persons maintaining a blower or blower fan in any factory, shop or out of doors, the noise of which annoys people living in the district.

The buildings of the Racine-Sattley Company, farm implements and vehicles, formerly the home of the Racine Wagon & Carriage Company, located at Racine Junction, have been purchased by Logan Hay of Springfield, Ill., for \$300,000.

The Hardwood Market

< CHICAGO >

Conditions in the building trades in Chicago continue to slump with further increase in the cost of all materials going into building construction. It can hardly be said, though, that there has been any serious change in this direction from the conditions which prevailed a couple of weeks ago. However, lack of activity in this field is not effecting any hardship in hardwood circles, as trade is holding up consistently in almost all other lines, and the summary of the situation reveals continued strength in all directions and constantly mounting values. There has been no break anywhere in the hardwood lists and with continued scarcity of stocks and the probability that nothing can be done in the near future to augment supplies, no one is looking for any appreciable softening in the growing prices.

< BUFFALO >

The hardwood trade is quite active in some departments, though in others business is not so satisfactory as is usual at this season. Many manufacturers are in the market for stock and local yards are supplying a large share of what is wanted. Trade runs to quite a number of different woods, including principally maple, oak, birch, ash and chestnut. Everything in the low-grade line is greatly in demand and supplies are not accumulating in any of the woods mostly used for crating and boxing. Prices through the hardwood list are generally firm.

Transportation difficulties still face the yards in their efforts to get stocks here promptly from the southern mills and cars are not so free here at times as is desired. Shipments for the eastern market are being delayed by embargoes from time to time and more or less trouble of this sort is expected for some time to come. The Buffalo market is as well supplied with cars as any other and now that the rush of the grain movement to the seaboard from here is over, some relief in the car supply is looked for.

A new lumber concern has been formed here under the name of the Charles G. Feist Lumber Company, Inc., capital \$20,000. Mr. Feist has been connected with the planing mill and retail lumber business of the John Feist & Sons' Company for a number of years past. His associate is James M. Briggs, who has long experience in the selling of Adirondack spruce and hardwoods, and who was formerly in business for himself here. The office of the company is at 913 Mutual Life building.

< PITTSBURGH >

Conditions in the hardwood market here are considerably upset by the general war uncertainties and the railroad situation. Wholesalers are at a loss to know how to shape up their business policy for the next six

months or year. Demand from the railroads for oak and heavy bridge timber keeps very good. Big manufacturing concerns are using a large amount of lumber for extensions and repairs as well as for new plants. The demand from the automobile and furniture manufacturers is also first class. Many of these concerns, however, are buying now with a view to covering their needs for fall and winter or stocks which they did not secure on former orders placed. The yard trade is decidedly disappointing. Building has fallen down in most places leaving yards well supplied with lumber for their summer trade. The car supply is better on some roads than it has been for a long time, but in general, however, the improvement has not been very marked. Hardwood mills are badly handicapped by a lack of labor just now as the harvesting season has begun, and their cut on this account will be considerably less than was desired.

◀ BOSTON ▶

Quotations on all items are stiff at latest advances, with some further new records on heavy stock. The reports of coming transportation conditions when building material cannot be moved, unless in very limited amounts, have brought about a decline in operations as shown by construction and contract figures. A further effect is the desire of many large inquirers to get the stock green or dry shipment any time, thus showing an intention to endeavor to build up reserve supplies if possible. The disposition to meet rising prices by necessity buying and depletion of stock on hand has finally resulted in very large current needs of insistent character and a very restricted ability to "bridge over" on delayed arrivals. A belief that lumber will not recede, at least not for some time, is apparently becoming fixed in the minds of industrial operators, as they are now purchasing for the future. This policy in the interests of their own safety and economy will maintain a large demand for stock, coming as it does during the period of special needs such as shipbuilding, camp construction and other unusual uses brought about by the war.

◀ BALTIMORE ▶

The hardwood situation continues to be unsatisfactory in a way and satisfactory in others—satisfactory because of the very active inquiry that prevails and the high prices that can be obtained, and unsatisfactory because none of the drawbacks to distribution have so far been overcome. At this time Baltimore is practically cut off from receipts of lumber from the South, all of the railroads being embargoed. The yellow pine men are able to get transportation by water whenever the rates are not prohibitive, which is practically all the time; while the railroads simply refuse to book shipments for this city and beyond. To take care of current requirements is, therefore, uncertain, which, naturally, makes the inquiry all the more insistent, since the buyers must expect delay and have to order a long time in advance on the prospect that eventually some of the shipments will get through. The producers, for their part, are troubled by the labor shortage, which prevents many of them from attaining anything like their full capacity and holds stocks down to proportions where the needs of the buyers cannot always be met.

Even where mills have an adequate selection they are not in a position to take care of the orders that come in, and the whole trade is in a more or less unsettled state. Everyone goes ahead from day to day, not knowing what the morrow may bring forth, and the draft is awaited with the feeling that the working forces of plants and yards will be disorganized to a material extent. Prices are unsettled, too, in the way of having no especially fixed level. Much depends upon the individual circumstances of each transaction. If a buyer must have lumber in a great hurry he will pay almost any figure, and if he can take his time he may obtain stocks at a considerably lower price, though even the low prices are high, comparatively speaking. In a general way, it is to be said that the demand exceeds the offerings, and many of the yards have seen their stocks greatly reduced in recent months, without the ability to make good the withdrawals.

Assortments on the whole are far smaller than they were during the early spring, and more or less apprehension is now expressed that adequate assortments may become a rarity before very long. Though this is the quiet season of the year for the furniture manufacturers, they have been buying lumber with some freedom. The furniture exposition will be held in New York next month, and until after that event the manufacturers will be disposed to go slow; but in spite of this fact considerable interest is manifested in the offerings of lumber, and many inquiries are sent out. Although almost no oak is going to foreign countries now, the domestic market is very firm or higher. Other hardwoods are in proportion. The sellers, therefore, have every incentive in the returns to take orders, but are restrained by the difficulty of making shipment, with the production also held down. Maple flooring and other items are subject to frequent revision upward, and no one will venture to say that the maximum has been reached.

◀ COLUMBUS ▶

Hardwood trade has ruled firm in every particular in Ohio territory during the past fortnight. Buying on the part of factories is the best feature, although considerable buying is being done by retailers. Prices are higher and the tone of the market is generally satisfactory. Lumbermen anticipate continued high quotations with a steady trade in all items for the remainder of the summer.

The following stock is in excellent condition, ready for immediate shipment

4/4 No. 3 Elm & Ash.....	24,000
5/4 No. 3 Elm & Ash.....	35,000
6/4 No. 3 Elm & Ash.....	74,000
8/4 No. 3 Elm & Ash.....	3,000
4/4 No. 1 & Btr. Birch.....	51,000
4/4 No. 2 Birch	250,000
4/4 No. 3 Birch	202,000
5/4 No. 3 Birch	28,000
4/4 No. 3 Basswood	25,000
6/4 No. 3 Birch	8,000
4/4 No. 3 Maple	1,000,000
5/4 No. 3 Maple	387,000

Ideal
Hardwood
Sawmill



Are putting in pile every month
two and one-half million feet of
choicest Northern Michigan Hardwoods

Stack Lumber Company Masonville, Michigan



YOU WANT WIDE STOCK—WE HAVE IT
Payson Smith Lumber Co
MINNEAPOLIS, MINN.

FOR QUICK SHIPMENT

Northern Stock

BIRCH

3 cars..1" Com. & Bet. Red
2 cars.....1" No. 2 Com.
6 cars,
1 1/2" No. 1 Com. & Bet.

8 cars.....1 1/2" No. 3 Com. & Bet.
3 cars.....2" No. 2 & Bet.

SOFT ELM

1 car.....1 1/2" No. 2 & Bet.
1 car.....1 1/2" No. 3 Com.

HARD MAPLE

2 cars.....1" No. 2 & Bet.
2 cars.....1" No. 3 Com.
3 cars.....2" No. 2 & Bet.

Prices
Right
Stocks
Better
Service
Best

Southern Stock

RED OAK

2 cars.....3/4 Com. & Bet. Plain
1 car.....4/4 No. 2 & Bet. Plain

WHITE OAK

1 car.....2" No. 2 & Bet. Plain

Payson Smith Lumber Co.

MINNEAPOLIS, MINN.

CHICAGO OFFICE
1665 Old Colony Bldg. J. C. Moffat, Rep.
DETROIT OFFICE
Henry Clay Hotel. P. M. Youngblood, Rep.



BEAUTIFUL
WE MEAN THE OAK NOT THE MAN
PAYSON SMITH LUMBER CO.
MINNEAPOLIS, MINN.

Timber, the Greatest Investment of the Day

While the ghost of "timber famine" has been pretty thoroughly laid, the records of the past and the certain trend of the present show beyond question that the rising of the sun is no more certain than the steady advance in value of all good timberlands bought right.

A LACEY REPORT on a tract will guarantee the goodness (if it be there) and our 37 years' experience of sound dealing will assure the buying right factor.

We have or know where to get what you desire.

Send for our illustrated booklet.

James D. Lacey & Co.
INTERNATIONAL TIMBERLAND FACTORS
EST. IN 1880
CHICAGO SEATTLE NEW ORLEANS
1750 McCormick Bldg. 626 Henry Bldg. 1213 Whitney-Central Bldg.

Lidgerwood Portable Skidders and Loaders



Ground & Overhead Systems

We build various sizes and types of these machines to meet requirements of every logging operation

LIDGERWOOD MFG. COMPANY

Originators of Ground and Overhead Steam Logging Machinery

CHICAGO 96 Liberty Street, NEW YORK SEATTLE
New Orleans: Wm. H. Wight & Co., Ltd.
Canada: Canadian Lumber Co., Ltd., Toronto

Factories making boxes and implements are the best customers at this time, although some buying is reported from furniture and vehicle concerns. Factories generally are buying for the present and are not inclined to stock up to any extent. The high prices apparently are having an effect on stocking orders. Retail stocks are only fair and dealers are following the policy of buying for immediate needs only. Certain items on the yards are scarce. This is especially true of the low grades of poplar and chestnut.

The car shortage is slightly better and consequently shipments are coming out better than formerly. Certain southern roads have equipment returned and the amount of lumber awaiting movement to northern markets is not so large as a month ago. Motive power is also more plentiful and congestion at the terminals and transshipment points is not so marked as formerly. Collections are usually good as money is apparently easy.

Plain and quartered oak is in good demand and prices are higher. Chestnut is one of the strong points with sound wormy advancing by leaps and bounds. Poplar is moving uniformly in all grades. Ash and basswood are strong and other hardwoods are unchanged.

< CLEVELAND >

The state of the hardwood market in Cleveland is reflected by substantial rises in several requirements. Hemlock has responded to the steady demand by a rise of \$2 per thousand during the past two weeks. At the present time mills are refusing to book new orders. Oak flooring, on which a rise in price was recently reported, continues in strong demand and the present price is constantly strengthening. The demand in this requirement has spread to maple flooring, which shows an upward tendency. Oak is in demand not only for the usual uses but for keels and other parts of a fleet of submarine chasers which has been laid down in an Ohio dockyard.

Stocks of Pacific coast hardwoods are running short on account of the freight conditions. The only exception to this is the case of red cedar shingles which are arriving from the west in considerable quantities and have caused a slight weakening of the market. This is considered a temporary condition, as the new stocks are being rapidly taken up. Material for cooerage purposes is being closely held on account of an expected future demand, and coopers are announcing average increases of about five per cent. The situation is similar in shooks. Stocks of cypress are fairly full, but they are being closely held on account of the uncertainty of the supplies to replace present stocks. Shipments continue to arrive from Canada and the western lakes, but bottoms are scarce and the volume is not sufficient to affect the market much. Manufacturing requirements for hardwood have increased in Cleveland with the placing of large orders for government trucks here. This requirement has not been an unknown quantity heretofore, however, as thousands of military trucks have been turned out by the White, Peerless, Winton and other companies with headquarters in Cleveland. White trucks were used largely on the Mexican border and one contract for Peerless trucks by the British Government involved \$8,000,000. Russia has also been a heavy buyer here.

< INDIANAPOLIS >

The hardwood market is ruling firm in all departments, the trade reporting that it has about all the business it can handle under prevailing conditions. There has been some improvement in car shortage conditions and deliveries have been more numerous during the last two weeks.

Although the demand from the building trades has fallen from ten to twenty-five per cent below the demand of last year, the volume of sales from this source is heavier than might be expected, considering the high prices. There has been an improvement in the building demand during the last week or ten days.

Consuming plants not engaged in filling government orders are not buying quite so heavily. The large furniture manufacturing companies throughout central Indiana report a steady demand for their products, although orders are not so numerous as they were previous to the country's entrance into the war. Enough old contracts are on the books, however, to keep most of the plants operating to capacity.

There has been a marked improvement in the sash and door trade, and veneer manufacturers find a steady demand for their products at the prevailing high prices. White oak and ash with hickory and box and crate making materials are strong among the manufacturing plants using large quantities of these materials. There has not been any weakening in prices anywhere along the line, the mills reporting that their trade seems anxious to procure deliveries at any reasonable price.

< MEMPHIS >

The hardwood market continues to increase in strength. Demand is broadening and offerings are not keeping pace therewith. Quotations are tending toward a higher level and are altogether in favor of the seller. Buyers seemingly appreciate the growing scarcity of southern hardwoods and the probabilities of higher prices. This is indicated by the willingness with which they raise their ideas of value to a high enough level to secure their wants and by the readiness with which they take one class of lumber if not able to secure another. There is no particular change to report in the relative position of the various items. Gum is one of the real leaders

in point of both activity and strength. The higher grades are finding ready outlet, while the lower grades continue to pass steadily into box manufacture at record quotations. The lower grades of cottonwood are as strong as the box grades of gum. Demand is exceptionally active and quotations represent the highest mark ever witnessed here. Oak is selling in good volume and at enhanced prices as compared with even a fortnight ago. Both the higher and lower grades of plain and quartered oak are wanted at ruling quotations and there is considerable inquiry for later shipment. The position of ash, hickory and elm is sound and there is a good demand reported for both the higher and lower grades of cypress. There is no complaint on the score of either demand or prices so far as hardwood interests are concerned. They are manufacturing all the lumber they can because they believe there is going to be a continued active demand at remunerative prices and they are shipping as fast as they can secure cars. Deliveries are being greatly delayed.

◀ LOUISVILLE ▶

While merchants and manufacturers in various lines of business have adopted the "Business As Usual" principle, this would be impossible for the hardwood lumbermen, as business is not as usual, but abnormal, featuring a tremendous increase, however, instead of a loss. According to local manufacturers, business has never been better than at the present time, the only drawbacks being the uncertainty of the car supply, slow traffic conditions, and trouble in making deliveries. However, the traffic situation is much better than it was. The demand for furniture manufacturing is off considerably from what it was, but other lines are improving, truck, auto, wagon and aeroplane manufacturers buying freely, there being a demand for gunstock material, and other war munitions. The building trades are showing some improvement locally, and conditions out in the state are fairly good. Most of the present demand is for thick stock in ash, elm, hickory, oak and gum. Hickory in 6/4 to 8/4 is in good demand, and oak is active in all thick grades from inch mill culls to 6 and 8/4 common and better. Quartered red oak is not so active as it was due to the slowing up of the furniture trade. Poplar is good in inch low grades, and 5/4 and up FAS. Ash is out of sight, the market being clean as a whistle, and a big demand for all grades and thicknesses. The supply is so short that ash can hardly be found at any price. Common and better hard maple, 8/4 and thicker is also very good at this time. In mahogany and walnut the demand continues big, and plants are very busy in supplying the demand. All grades of veneers continue active.

◀ MILWAUKEE ▶

The hardwood market throughout Wisconsin remains strong with a heavy demand for flooring and woods required in the production of crates and boxes.

Although reports of relief in shipping conditions are cheering parts of the country, the improvement is as yet not apparent to any remarkable degree. The lumber section in the latest official report of the freight traffic bureau of the Chicago & Northwestern railway indicates that lumber shipments at the present time are running even in amount with those of last year. The demand this year, however, is very much greater in all divisions of lumber and what was normally a sufficient supply of cars is hardly adequate today. Besides, coal tonnage shows an increase of thirty per cent and thereby requires an increased amount of rolling stock.

That the difficulty in procuring hardwoods takes root in the fact that the traffic situation in general is not favorable to shipping, was demonstrated a short time ago when a stringent lack of hardwood fuel at Milwaukee bakeries for a time threatened the entire city with a bread famine. One Milwaukee baker testified before the common council that he himself has three hundred and fifty cords of wood in northern Wisconsin all ready for shipment, but that it is refused by the railroad company because of lack of equipment. The State Council of Defense was appealed to by Mayor Daniel Hoan and the Milwaukee road has promised to provide sufficient cars in northern Wisconsin to haul the needed fuel to Milwaukee. That there are 1,000 idle freight cars today in Milwaukee was declared at a recent meeting of the Rotary Club.

Unable to satisfy the big demand made upon its production, the Stevens Point Box & Lumber Company is installing a lot of new machinery and expects to increase its capacity about fifty per cent.

The Schroeder Lumber Company has let the contract for sawing approximately 5,000,000 feet of lumber to the Sprague mill at Washburn. It comes from the Schroeder camps at Stockton Island and under normal conditions would be sawed in the Schroeder mill at Ashland, but at present it is impossible to get help for a night run.

The Willow River Lumber Company, Grand View, has completed shipping for the present season. About 17,000,000 feet of lumber were shipped.

The best evidence of good business is busy building. The Gold Medal Camp Furniture Manufacturing Company, Racine, making the famous Gold Medal cots, is erecting another addition to its large plant and will equip it with another new set of modern woodworking machinery.

Industrial business in the various lines of wood and wood products is very good. Although builders for some time have been talking of decreased construction operations, investigation shows the falling off to be confined in the main to residence structures. While the records of 113 large cities in this country showed a decrease in building operations during May, 1917, as compared with the same month last year, Milwaukee records revealed an increase of 14 per cent under the same comparison.

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

Plain & Qtd. Red & White

OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE **(MR)** RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

**The MOWBRAY
& ROBINSON CO.**

(INCORPORATED)

CINCINNATI, OHIO

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

CLASSIFIED ADVERTISEMENTS

Advertisements will be inserted in this section at the following rates:

For one insertion.....25c a line
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Eight words of ordinary length make one line. Heading counts as two lines. No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

WANTED—AT ONCE

A first-class veneer sawyer accustomed to running a Smith-Myers & Schnier veneer mill. P. O. BOX 199, New Orleans, La.

HARDWOOD LUMBER INSPECTOR

for well located mill in Arkansas. Give references, state age and experience and if married or single, and salary expected. Address E. C. CHAPPELLE, Waldstein, Jefferson County, Ark.

MACHINERY SALESMAN

Well established sawmill machinery manufacturer, whose goods are highly regarded, is expanding operations and wants representatives in all principal lumbering centers. Only high grade men able to command trade considered. Address, in confidence, stating fully your experience, present connection and basis of remuneration desired. Address "BOX 67," care Hardwood Record.

LOGS WANTED

WANTED

CHERRY LOGS AND LUMBER

WARREN ROSS LUMBER CO., Jamestown, N. Y.

WANTED—BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER WANTED

WE WANT TO PURCHASE

5,000 to 8,000 acres virgin hardwood timber, either in fee or on stumpage basis, preferably in Arkansas, with or without sawmill. Give full information as to location, prices and terms in first letter. Address "BOX 68," care Hardwood Record.

TIMBER LANDS FOR SALE

600 ACRES HARDWOOD TIMBER

Oak, Poplar, Chestnut, Hickory, with large amount Chestnut acid wood and Chestnut oak bark. \$8 an acre for land and timber. W. M. PRATT, Marion, N. C.

HARDWOOD AND PINE STUMPAGE IN SOUTH CAROLINA

The stumpage on 3,200 acres, 20 million feet, easy logging, 5 miles from railroad, Marlboro County, 6,700M ft. Sweet Gum, 3,500M ft. Yellow Pine, 3,200M ft. Oak, 1 million ft. Ash, balance other hardwoods. D. E. LAUDERBURN, 158 Fifth Ave., New York.

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,

Forest Engineer,

East Tennessee Bank Bldg.,

Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,

Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. LAUDERBURN, Forest Engineer,

158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

WANTED—BOX LUMBER

4 4, 5 4, 6 4 in White Pine, Yellow Pine, Poplar, Basswood, Chestnut, Spruce or Hemlock, both rough, dressed and resawn. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.

Equitable Bldg., Wilmington, Del.

WANTED—BUTTERNUT

3/4" and 5/8" No. 1 Common & Better or Log Run for immediate shipment from stock, or will give order to be sawed out. COLVIN-FLEMING LBR. CO., Inc., Rochester, N. Y.

OAK, BEECH AND MAPLE WANTED

8/4 plain Oak, Beech and Maple; No. 1 common or log run grades of Beech and Maple, and No. 1 common and sound wormy grades of plain Oak; preferably 8 months or over on sticks; f. o. b. cars Cincinnati. THE JOHN T. TOWSLEY MFG. CO., 1037 Berlin St., Cincinnati, O.

WE ARE IN THE MARKET

for 4/4 1s & 2s and 4/4 Select Cypress. THE WALNUT LUMBER CO., Indianapolis, Ind.

PLAIN WHITE OAK

Highland Timber—First-Class

2x2x40

2x4 1/2x44

1x1 1/4x18 to 56 softwood crating strips.

WISCONSIN CABINET & PANEL CO.,

New London, Wis.

WANTED—WHITE PINE

Log run, all thicknesses. Send us your list of dry stock and best cash prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WE WANT FOR CASH

1, 1 1/2, 2, 2 1/2 & 3" Ash, Elm, Maple, all grades, green or dry, Indiana, Michigan or Ohio stock. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

WANTED FOR CASH

1 1/2, 2 & 2 1/2" Hickory, green or dry, in grades of FAS, #1 & #2 Common.

JOHN I. SHAFER HARDWOOD CO.,
South Bend, Ind.

WANTED BLACK WALNUT

1" thick, 8" & over wide, 6' and over long, 1st & 2ds. Also choice selects. Will buy for cash in lots of 500 ft. or more. E. L. EDWARDS LUMBER CO., Dayton, Ohio.

WANTED

White Oak timbers, also all grades of White and Red Oak, Poplar, Chestnut, etc. Send us your stock list and prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

CLEAR DIMENSION STOCK

PLAIN WHITE OAK

2"x4 1/2"x44"

1 1/2"x1 1/2"x37"

2"x2"x40"

HARD OR SOFT MAPLE

1"x5"x17"

3/4"x5"x17"

1"x6"x17"

3/4"x6"x17"

1"x2 1/2"x20"

3/4"x2 1/2"x20"

1 1/4"x3 1/2"x19"

3/4"x3 1/2"x19 1/2"

1 1/2"x2 1/4"x18 1/2"

3/4"x6 1/4"x15"

PINE, HEMLOCK, BASSWOOD, POPLAR, GUM, SOFT MAPLE

3 1/4"x13 1/4"

18", 22 1/2", 23 1/2", 25, 25 1/2", 51 1/2", 55 1/2".

4"x26 1/8"

WISCONSIN CABINET & PANEL CO.,
New London, Wis.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

LUMBER FOR SALE

FOR SALE

135,000' 4/4" No. 2 Common Quartered White Oak, Kentucky stock, and 50,000' No. 1 Common Quartered White Oak, Kentucky stock, all band sawn, equalized and trimmed, very strictly graded. Immediate shipment. Address "BOX 66," care HARDWOOD RECORD.

Timberland Loans

Loans to lumbermen or timber owners negotiated with the precision of practice which results from 37 years experience.

Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES
LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

veneers WANTED**WANTED**

1/20 rotary cut plain White Oak Veneers in dimension and log run; also 1/20 sliced cut and sawed Quartered White Oak Veneers in small figured stock. Address LEOPOLD DESK CO., Burlington, Iowa.

MACHINERY FOR SALE**FOR SALE**

1 latest improved Wickes No. 10 52" gang, complete with saws, 1 Kilgore cant crane, steam board flippers and filing equipment. One 12 h. p. vertical steam engine. GOODMAN LUMBER CO., Goodman, Wis.

FOR SALE—1-42" WHITNEY SCRAPER in good condition. Price reasonable. LEOPOLD DESK CO., Burlington, Iowa.

FOR SALE—60 NEW AND UNUSED

1 1/2 inch rigid post hangers, 38 very slightly used 36-inch by 6-inch grate bars, 5/8-inch hole, 1-inch web, suitable for shavings or slack coal. Further particulars can be secured from CHICAGO VENEER COMPANY, Clarendon, Ark.

FOR SALE

1 combination ground and overhead skidder. First-class condition. Address "BOX 65," care HARDWOOD RECORD.

FOR SALE—25,000 CAPACITY

Saw and Planer Mill, all in good running order. LONDON LBR. CO., Mist. Ark.

MACHINERY FOR SALE

1 sawmill, 2 bolt-saws, rip saws, spoke lathes, turning lathes, planers, belting, bending and woodworking machinery—property of wheel factory and spoke factory quitting business. Mail your requirements, will respond with prices and details. ALFRED P. BUCKLEY, 932 N. Broad St., Philadelphia, Pa.

DIMENSION STOCK WANTED**WE ARE IN THE MARKET NOW**

For cars of Oak, Maple and Beech Squares, all clear and 2 cars 2 1/4 x 2 1/2 x 30" Beech, clear.

Also send us your lists of anything you have to offer in anything in Hardwood Dimension.

THE PROBST LUMBER COMPANY,
Cincinnati, Ohio.

WANTED—CLEAR OAK DIMENSION

1 1/2", 1 3/4", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

RAILWAY EQUIPMENT WANTED**WANT TO PURCHASE**

40 logging and flat cars, 42" gauge. C. L. RITTER LBR. CO., Huntington, W. Va.

BUSINESS OPPORTUNITIES**FOR SALE—ENTIRE SOUTHERN HARDWOOD PLANT**

ready for immediate operation, in fact, standing just as it was when closed down.

The Huntsville Lumber Company offers for sale its entire plant with mill site of 14 3/4 acres, modern band sawmill, hardwood flooring plant, modern dry kilns, flooring sheds, bars, power plant, residences and office building. The plant is well located on the Tennessee River and on the L. & N. and Southern railways.

This is an unusual opportunity to acquire a splendid operation. Write promptly to the HUNTSVILLE LUMBER CO., Decatur, Ala.

HARDWOODS FOR SALE**LUMBER****ASH**

NO. 2 C. white, 8/4, usual width and length, 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 5/8"; COM. & BTR., black, 4/4. HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 2 C. 8/4, 10/4 & 12/4, reg. width & length, dry. NICKEY BROS., Memphis, Tenn.

NO. 1 C. 5/8, reg. width & length, bone dry. SWAIN-ROACH LUMBER COMPANY, Seymour, Ind.

FAS, brown, 4/4, 6" & up, reg. length, 18 mos. dry. YEAGER LUMBER COMPANY, INC., Buffalo, N. Y.

BASSWOOD

FAS & NO. 1 C. 6/4"; NO. 2 C. 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 10/4", mostly 5 to 7" wide, usual length, 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C. 6/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 3 C. 5/4 & 6/4", ran. width & length. R. HANSON & SONS, Grayling, Mich.

NO. 1 C. & BTR. 4/4, 10 & 12"; NO. 2 C. & BTR. 5/4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

BEECH

NO. 2 C. & BTR. 4/4 to 8/4", reg. width & length, 6 to 8 mos. dry; NO. 3 C. 6/4", reg. width & length, 9 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

NO. 2 & BTR. 5/4", ran. width & length; NO. 3 C. 6/4", ran. width & length. R. HANSON & SONS, Grayling, Mich.

NO. 3 C. 5/4 & 6/4", reg. width and length. KNEELAND-BIGELOW CO., Bay City, Mich.

NO. 1 & BTR., 4/4", av. width and length, 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

BIRCH

NO. 1 C. 4/4"; NO. 2 C. 5/4"; NO. 1 C. 6/4"; NO. 3 C. 6/4"; FAS SEL. RED, 6/4 & 8/4"; FAS UNSEL. 8/4"; 2 FACE STRIPS, 1 by 4".

MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

NO. 1 & BTR., red, 4/4 to 8/4", 5" & up, 8' and longer, 10 mos. dry; NO. 1 & BTR., unsel., 4/4 to 8/4", av. width and length; 10 mos. dry; 1 & 2 FACE, 4/4, 5" wide, 6' & longer, 10 mos. dry; 1 & 2 FACE, 4/4", 5" wide, 6' & 8', 10 mos. dry; NO. 2 & 3 C., 4/4", ran. width and length, 1 yr. dry. RICE LAKE LBR. CO., Rice Lake, Wis.

FAS, red, 4/4 to 12/4", 6" & up, reg. length, 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CHERRY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

CHESTNUT

FAS & NO. 1 C. both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4 to 8/4", usual width and length, 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 6/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 4/4 & 6/4", good widths and lengths, 6 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4 to 8/4", 6" & up, reg. length, 18 mos. dry; NO. 1 C. 4/4 to 8/4", 4" & up, reg. length, 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CHITTUM

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

ELM—SOFT

LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

NO. 1 & 2 C. 4/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 3 & BTR., 4/4", av. width and length, 10 mos. dry. RICE LAKE LUMBER CO., Rice Lake, Wis.

GUM—SAP

FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.

GUM—PLAIN RED

NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

GUM—QUARTERED RED

COM. & BTR. 4/4", ran. width & length, 8 to 12 mos. dry, sliced bds., highly fig. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS FIG. 4/4", reg. width & length, dry; COM. & BTR. 3/4 & 5/8", reg. width & length, dry. NICKEY BROS., INC., Memphis, Tenn.

HEMLOCK

NO. 3 C. 4/4", ran. width & length. R. HANSON & SONS, Grayling, Mich.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 6/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 1 C. 4/4 to 8/4", 4" & up, reg. length, 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

HARDWOODS FOR SALE

MAPLE—HARD

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR. 4/4 & 5/4", usual width. and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR. 8/4", reg. width. & lgth., 7 mos. dry; 3 to 5% NO. 2 C.; NO. 1 C. & BTR. 4/4", reg. width. & lgth., 8 mos. dry, 1/16 plump quarter-sawn; NO. 1 C. & BTR. 4/4, 6" & up, 6' & up, 8 mos. dry, 1/16" plump; NO. 1 C. & BTR. 4/4", reg. width. & lgth., 4 mos. dry, end dried white; NO. 3 C. 4/4 & 6/4", reg. width. & lgth., 3 to 8 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

NO. 2 & BTR. 4/4, 5/4 & 6/4", ran. width. & lgth.; NO. 3 C. 8/4, ran. width. & lgth. R. HANSON & SONS, Grayling, Mich.

NO. 1 C. & BTR. 6/4"; NO. 2 C. 8/4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

OAK—PLAIN RED

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 10/4", usual width. and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 4/4", 18 mos. dry; NO. 2 C. 4/4 to 10/4", 18 mos. dry. G. ELIAS & BRO., INC., Brooklyn, N. Y.

FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.

FAS 4/4 to 16/4", 6" & up, reg. lgth., 18 mos. dry; NO. 1 C. 4/4 to 8/4", 4" & up, reg. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

FAS AND NO. 1 C. both 3/4", reg. width. & lgth., dry; CLEAR STRIPS 4/4", 2 1/2"-3 1/2" and 4-5 1/2", both reg. lgth., dry. NICKEY BROS., Memphis, Tenn.

NO. 1 C. & BTR. 4/4", reg. width. & lgth., 6 mos. dry. SWAIN ROACH LUMBER CO., Seymour, Ind.

OAK—PLAIN WHITE

NO. 1 C. 12/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 8/4, 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 4/4", good widths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

OAK—QUARTERED WHITE

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

FAS 4/4", reg. width. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. widths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 3/4, 4/4, 3/8 & 5/8", reg. width. & lgth., dry; FAS 4/4", 12" & up, reg. lgth., dry; NO. 1 C. 1/2, 5/8, 3/4 & 6/4", reg. width. & lgth., dry; COM. & BTR. 1/4", reg. width. & lgth., dry; CLEAR STRIPS 4/4", 2 1/2"-3" and 4-4 1/2", reg. lgth., dry. NICKEY BROS., Memphis, Tenn.

OAK—MISCELLANEOUS

BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 2 C., 8/4", reg. width. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16', 6 mos. dry, largely 14 & 16' and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

NORWAY, MERCH. 12/4", 6" & wdr., ran. lgth. R. HANSON & SONS, Grayling, Mich.

POPLAR

NO. 1 C. 6/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4", 7" & up, 50% 14 & 16', 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR., 5/8 & 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 50% 14 & 16', 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16', 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16', 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

FAS 12/4", reg. width. & lgth., 1 mo. dry; NO. 1 C. 4/4", reg. width. & lgth., 1 mo. dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

WALNUT

NO. 2 C. 4/4", usual width. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 8/4", 6-8", reg. lgth., dry; NO. 1 C. 5/4, 6/4 & 3/4", reg. width. & lgth., dry. NICKEY BROS., Memphis, Tenn.

FAS 4/4", 6-8" wide, 8' & up long; NO. 1 C. 4/4", 4" & up wide, 6' & up long; NO. 1 C. QTD. 4/4", 4" & up wide, 6' & up long; SAP SPECIAL 1", 4" & up wide, 6' & up long, clear of knots; SQUARES 2 1/4" or 2 1/2", 14-36" lgths. PICKREL WALNUT COMPANY, St. Louis, Mo.

MISCELLANEOUS

HDWD. HEARTS 8/4", 4" wide, 6' & lgr.; HDWD. HEARTS 16/4", 6" wide, 6' & lgr. R. HANSON & SONS, Grayling, Mich.

FLOORING

MAPLE

NO. 1 FCTY. 1 1/2x2 1/4"; PRIME 1 1/2x4" and 1 1/2x4"; CLEAR 1 1/2x1 1/2"; NO. 1, 1 1/2x1 1/2". KERRY & HANSON FLG. CO., Grayling, Mich.

NO. 1, 3/8x1 1/2" and 5/8x1 1/2", 2" & 2 1/4"; CLEAR 5/8x1 1/2", 2" & 2 1/4". THE T. WILCE CO., Chicago, Ill.

OAK

SEL. RED, 3/8x7/8" and 1 1/2"; SEL. WHITE 3/8x1 1/2" and 2"; SAPPY CLEAR QTD. R. or W., 3/8x1 1/2" and 2"; SEL. RED OR WHITE 13/16x1 1/2" and 2". THE T. WILCE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—PLAIN

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

WALNUT

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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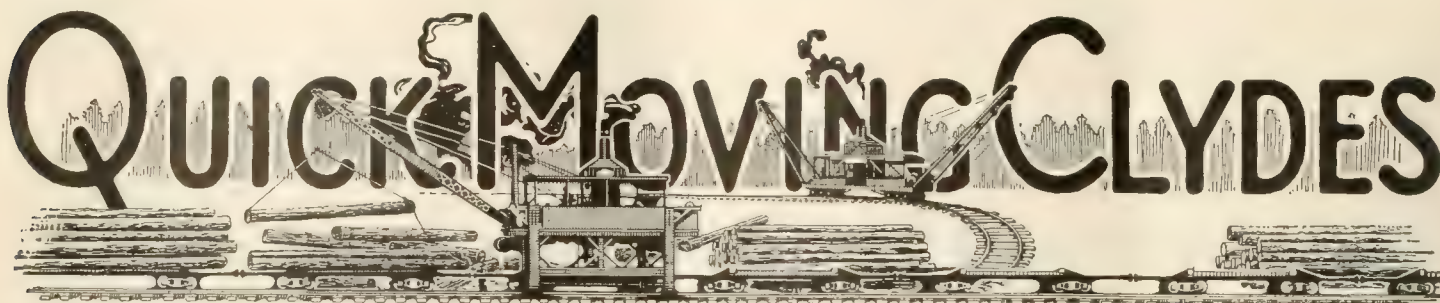
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QUICK MOVING CLYDES



The Human Element in a Logging Operation

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

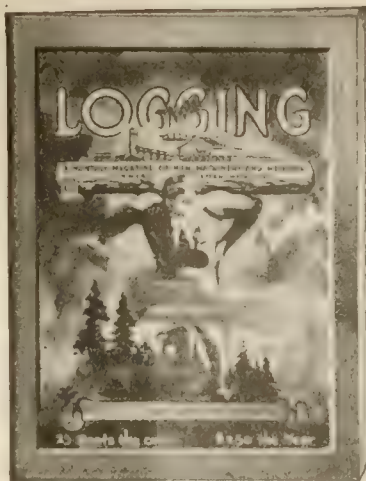
This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.



FOUR LOGS ON TWO LINES

THIS CLYDE SKIDDER HELPS "THE HUMAN ELEMENT"



SEND FOR A SAMPLE COPY
AND READ BOTH STORIES

CLYDE IRON WORKS

*Manufacturers of
Quick-Moving Clyde Logging Machinery*

DULUTH, MINNESOTA

U. S. A.

NORTHERN MANUFACTURERS

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany and Quarter-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

"IDEAL" Steel Burnished

Rock Maple Flooring

is the flooring that is manufactured expressly to supply the demand for the best. It is made by modern machinery from carefully-selected stock, and every precaution is taken throughout our entire system to make it fulfill in every particular its name—"IDEAL."

Rough or Finished Lumber—All Kinds

Send Us Your Inquiries

I. STEPHENSON CO., Trustees
Wells, Michigan

We have the following dry stock to offer:

**One Car of
10/4" No. 3 Common
Rock Elm**

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.
WISCONSIN AND MICHIGAN HARDWOODS

BONE DRY WISCONSIN BIRCH

2 CARS 4/4 FAS	RED BIRCH
3 CARS 4/4 No. 1 Common.....	RED BIRCH
2 CARS 6/4 FAS	RED BIRCH
1 CAR 6/4 No. 1 Common.....	RED BIRCH
2 CARS 4/4 FAS	UNSELECTED BIRCH
5 CARS 4/4 No. 1 Com.....	UNSELECTED BIRCH
5 CARS 4/4 No. 2 Com.....	UNSELECTED BIRCH
3 CARS 6/4 FAS	UNSELECTED BIRCH

Can furnish limited amounts 5/4 and 8/4 in above cars.

Let us quote you our prices

RICE LAKE LUMBER CO.

Yard and Mills, RICE LAKE, WISCONSIN

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

**HAVE FOLLOWING STOCK AT
IRON MOUNTAIN, CAR SHIPMENTS:**

50 M	5/4 No. 1 & 2 Common	MAPLE.
50 M	7/4 No. 1 Common & Better	MAPLE.
50 M	8/4 No. 2 Common & Better	MAPLE.
50 M	12/4 No. 3 Common	MAPLE.

We Offer for Prompt Shipment

300,000'	4/4 No. 3 Common	Maple.
30,000'	4/4 End Dried	White Maple.
16,000'	4/4 No. 2 C&B	Beech.
30,000'	6/4 No. 3 Common	Beech.
70,000'	8/4 No. 1 C&B	Maple. (3-5% No. 2 Com.)

DRY STOCK

Write us for prices today

East Jordan Lumber Co.

Manufacturers

"IMPERIAL" Maple Flooring

East Jordan

Michigan

ATTENTION

"CHIEF BRAND" Maple and Birch Flooring

in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co.
Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

BUFFALO

The Foremost Hardwood Market of the East

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

Buffalo Hardwood Lumber Co.

OUR SPECIALTY

Plain and Quartered Red
and White Oak and Ash

940 SENECA STREET

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

Standard Hardwood Lumber Co.

OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO. *Hardwoods*

Ash and Elm

NIAGARA—CORNER ARTHUR

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Taylor & Crate HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

*Hardwoods
of All Kinds*


1142 Seneca St.

G. ELIAS & BRO. HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring

955-1015 Elk Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



ATCO ABILITY

ABILITY means merely to *know how* and to be able to turn the knowledge to practical account.

Knowing how is the result of intelligent analysis of practices and conditions as they appear and develop—the adoption of the good and the rejection of the poor practices and unceasing effort to keep *ahead* of conditions.

To turn the “know how” to account requires an organization complete in every detail and equipment to handle the most exacting call.

In the Hardwood business ATCO ABILITY typifies the nearest possible approach to perfectly balanced organization. It represents your best opportunity for securing not only the fullest measure of quality but the highest development of service administered with your needs in mind every minute.

Let us demonstrate our right to the claim of being

Exponents of Golden Rule Quality

Anderson Tully Company
Memphis

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

Little Rock Lumber & Mfg. Co.

LITTLE ROCK, ARK.

IN THE

HEART of the finest HARDWOODS

Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

High Grade Plain and Qtd. White and Red Oak, Red Gum, Sap Gum, Cypress, Ash, Hickory, Holly, Elm, Maple, Qtd. Sycamore, Hackberry

WRITE FOR OUR LATEST STOCK SHEET

—Prompt Shipments of—
White and Red Oak Car Material

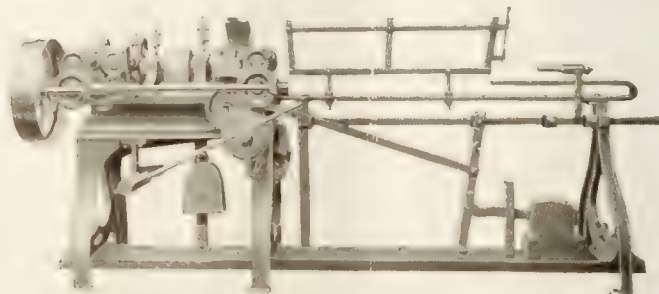
All Lumber Well Manufactured. Dependable Grading

Broom Handle Machinery

The latest addition to our line of Broom Handle Machinery—the well known “WESTCOTT” Automatic Broom Handle Lathe. This Lathe has, for many years, stood at the front for the turning of broom handles. The quality and excellency of its product is unquestionably the best.

We are now in position to furnish an absolutely complete broom handle equipment, and, if required, design your plant.

Ask us for information about our Tumblers, Bolters, Splitters, Chucking and Boring Machines, and in fact anything you require in this line.



“Westcott” Automatic Broom Handle Lathe

Cadillac Machine Company

Cadillac, Mich.



Goodyear Products

BIRCH

Average widths and lengths	
4/4 No. 3.....	8 mos. dry
5/4 No. 3.....	4 mos. dry
3/4 No. 3.....	8 mos. dry
5/8 No. 3.....	8 mos. dry

BASSWOOD

Average widths and lengths	
3/4 No. 2 & btr.....	8 mos. dry

MAPLE

Average widths and lengths	
4/4 No. 2.....	4 mos. dry
3/4 No. 2.....	8 mos. dry

It will be a special pleasure to show you our Birch and Maple. It is all in the upper grades and particularly high-class stock.

Our attention has been focused on the proper manufacture of this lumber, its careful grading and on being able to assure full thicknesses.

C. A. Goodyear Lumber Co.

McCormick Building

Chicago, Illinois

Mill located at Tomah, Wis.

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, JULY 10, 1917

Subscription \$2.
Single Copies, 15 Cents.



ADVERTISERS' CLASSIFIED DIRECTORY FOLLOWS READING MATTER.

—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.



Saw Mill

Planing Mill

R. HANSON & SONS
GRAYLING MICHIGAN

Michigan Hardwoods
Make Steady Customers
White Pine, Norway, Hemlock

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed Maple and Beech but runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C.	{ MILLS }	Porterwood, W. Va.
Jacksonville, N. C.		Wildell, W. Va.
Hertford, N. C.		Mill Creek, W. Va.

Willson Bros. Lumber Co.

MANUFACTURERS

MAIN OFFICE: PITTSBURGH, PA.

WM. WHITMER & SONS
INCORPORATED

Manufacturers and Wholesalers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing
Finance Bldg. PHILADELPHIA

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{8}$ " x 2" No. 1 Maple Flooring

33 M. ft. $1\frac{1}{8}$ " x 2" Clear Maple Flooring

The Kneeland-Bigelow Company

Manufacturers of
Hardwood Lumber

BAY CITY

MICHIGAN

William Horner

Manufacturer of

"Smoothest"

MAPLE, BEECH & BIRCH
FLOORING

MILLS:

Reed City and
Newberry, Mich.

Reed City, Mich.

Sole European Sales Agents: TICKLE BELL & CO.
Royal Liver Bldg., Liverpool, England

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARNS" QUALITY LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

"ALL - PULL - TOGETHER - FOR - OAK SERIES." (BOOST NO. 3)

Are You on the Reception Committee that is to Welcome JAPANESE OAK?

("Great little people, those Japs!")—(Great little business men, those who manufacture AMERICAN OAK and do nothing to protect their market.)

Some day JAPANESE OAK is going to be either a much not-loved competitor—or a struggling entrant in a *closed field*.

It is not going to be the Japanese who decide which.

It's WE. (Or it's "US"—never mind grammar—you know.)

Who is "US?" (Or, rather, just WHO are WE?)

Are we manufacturers of AMERICAN OAK who *know how to SELL* our product?—or are we simply lumbermen sawing up a lot of "perfectly good" OAK trees and piling the lumber on the cut-over land and leaving it to Almighty Providence (and the benevolent Japs) to put a price on it (*for us to sell at*)?

The AMERICAN OAK MFRS.' ASSOCIATION hereby recommends to ALL you producers of OAK (and including all owners of OAK TIMBER) that you "MAKE THE MARKET AS WELL AS THE OAK." Others have done it. *We can do it.*

(Excuse us—but, WHAT ARE YOU WAITING FOR?—"Nix on Watchful Waiting"—it's passe.)

Somebody should have PUT you into the Oak Ass'n. BEFORE! Why didn't they?—(Well, maybe they didn't know you wanted to get in!)

"HEAVEN HELPS THEM WHO HELP THEMSELVES."

WE OAK MEN ARE "ON THE JOB" AT LAST. THIS IS OUR ASSOCIATION—YOUR ASSOCIATION. IF YOU CARE (EVEN A LITTLE) WRITE US A LINE. WE'LL GIVE YOU A STRICTLY PERSONAL ANSWER—NOT A FORM LETTER.

AMERICAN OAK MFRS' ASSOCIATION

1491 BANK OF COMMERCE BUILDING, MEMPHIS, TENN.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

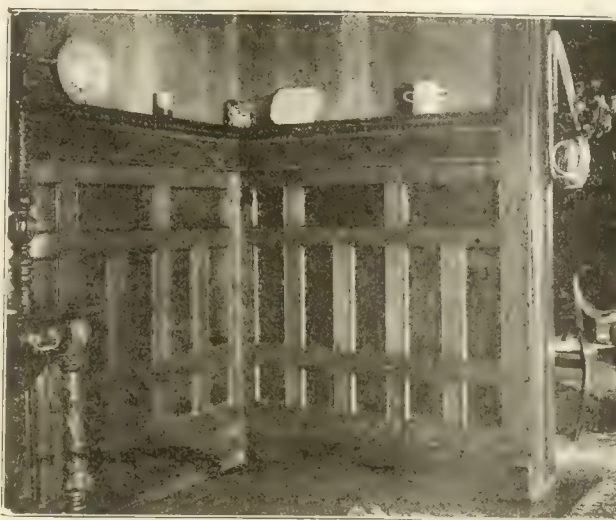
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

Oak in its TWENTIETH CENTURY APPLICATION is backed by the leading oak manufacturers of the country who are standing behind you also in their campaign to tell the public at large what the real possibilities of this wonderful wood are. Do you know how directly the increased and more diversified use of oak would affect your business? You should post yourself now because the real results are just beginning to show.

WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 46.)
Paspeke Leicht Lbr. Co., Blytheville and Helena. (See pages 11-42.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 42.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 13.)

INDIANA

Hoffman Brothers Company, Fort Wayne. (See page 14.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Branaby, Greencastle. (See page 44b.)
J. V. Stimson, Huntington. (See page 56.)
Wood-Mosaic Company, New Albany. (See page —.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 47.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 42.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page —.)
Holly Ridge Lumber Company, Louisville.
Salt Lick Lumber Company, Salt Lick. (See page 13.)

LOUISIANA

The Ferd. Brenner Lumber Company, Alexandria.
Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
b, c—Sabine River Lumber & Logging Company, Inc., Oakdale.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI

b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paspeke Leicht Lumber Co., Greenville. (See pages 11-42.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hdq. Dept., Kansas City, Mo. (See page 44a.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Pease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston. Sales Office, Chicago.
c—Arkla Lumber & Manufacturing Company, St. Louis.
J. A. Helmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Holaday Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 47.)
a, b—Duhlmeier Brothers & Co.
a, b—Mowbray & Robinson Company. (See page 44b.)
a, c—Frost Lumber Company. (See page 49.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 8.)

MEMPHIS

Anderson-Tully Company. (See pages 2-11.)
J. H. Bonner & Sons. (See page 10.)
Goodlander-Robertson Lumber Company. (See page 10.)
Memphis Band Mill Company. (See page 11.)
Russe & Burgess, Inc. (See page 10.)
c—J. V. Stimson Hardwood Company. (See page 12.)
J. W. Wheeler & Co. (See page 12.)

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

H. G. Bohlssen Mfg. Co., New Caney.

VIRGINIA

c—U. S. Spruce Lumber Company, Marion.

WEST VIRGINIA

b, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Lumber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Laid & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warr Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.
a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.

IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

POPLAR

WALNUT

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO.....Knoxville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY.....Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY....Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.

2½ MILLION FEET FOR QUICK SALE

All Dry

We have just purchased the *complete hardwood stock* of the *Hitt Lumber Company*, on its yard at Mount Vernon, Ala. This with the well assorted stock we carry on our own yards, gives us a remarkably complete listing of

Plain and Quartered Oak

Sap Gum

Plain and Quartered Red Gum

Poplar, Ash, Tupelo

Cottonwood, Hickory

We consider ourselves fortunate in securing this stock of dry lumber in these crucial times and sincerely hope this announcement may be of some service to you as indicating a place to turn to if you are in distress for want of any of these items.

J. H. BONNER & SONS
MEMPHIS, TENNESSEE

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION



ALL Memphis has joined in a plan designed to make less onerous the factory man's job of purchasing hardwood lumber under present conditions.

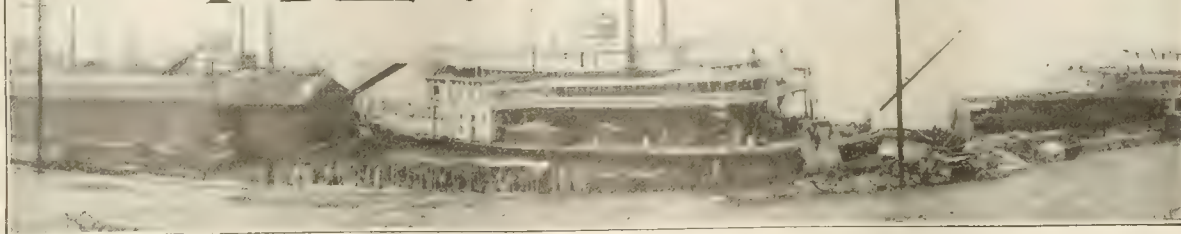
With Memphis firms cutting in excess of six hundred million feet, Memphis, the natural hardwood metropolis, is the logical place for the buyer to turn when he is up against it for dry hardwood stocks.

In order that your scrutiny of the Memphis market may be as easy and as fruitful as possible, the firms shown on the following pages are co-operating in this Memphis directory, which will reach you twice a month and which will carry each issue the live items of dry stock ready for immediate shipment from the Memphis territory, thus placing before you twice a month the complete summary of what stocks are available for your use in the largest hardwood market in the world.

This section will be kept strictly up to the minute in its stock listings, and every effort will be made by the participants to maintain it as a usable service in connection with your purchases of hardwood lumber.

(See three following pages)

MEMPHIS



The following stock is for immediate shipment:

GUM
 2 cars Fas. 1 1/4 Qtd. Red. 6 mos. dry.
 3 cars Fas. 4 1/4 Qtd. Red. 8 mos. dry.
 3 cars No. 1 Com. 8 1/4 Qtd. 8 mos. dry.
 2 cars Fas. 4 1/4 C to 12" wide. Sap. 5 mos. dry.
 4 cars Fas. 1 1/4, 1 1/2" & up. Sap. 6 mos. dry.
 2 cars Fas. 5 1/4 Sap. 5 mos. dry.
 2 cars No. 1 C. 5 1/4 Sap. 5 mos. dry.
 4 cars Fas. 6 1/4, Sap. 9 mos. dry.
 3 cars No. 1 C. 6 1/4, Sap. 9 mos. dry.
 2 cars Fas. 1 1/4 Pl. Red. 8 mos. dry.
 1 car No. 2 C. 4 1/4 Pl. Red. 1 mos. dry.

OAK
 1 car No. 2 C. 5 1/4 Pl. Red. 4 mos. dry.
 1 car No. 2 C. 6 1/4 Pl. Red. 4 mos. dry.
 2 cars No. 2 C. 8 1/4 Pl. Red. 4 mos. dry.
 2 cars Com. & Btr. 3 1/4 Pl. Red. 6 mos. dry.
 2 cars Fas. 4 1/4 Pl. Red. 6 mos. dry.
 1 car No. 1 C. 4 1/4 Qtd. White. 6 mos. dry.
 2 cars Fas. 1 1/4 Pl. White. 6 mos. dry.
 Sound Square Edged Oak Timbers & Mixed Oak Car Stock

BELLGRADE LUMBER CO.

The following is ready for your order:

COTTONWOOD
 60,000' Fas. 1 1/4, 1 mos. dry.
 120,000' No. 1 Com. 4 1/4, 4 mos. dry.
 30,000' No. 2 Com. 4 1/4, 4 mos. dry.
 50,000' No. 2 & 3 Com. 5 1/4 & 6 1/4, 5 mos. dry.

GUM
 175,000' No. 1 Com. 5 1/4 Sap. 8 mos. dry.
 65,000' No. 1 Com. 6 1/4 Sap. 5 mos. dry.
 30,000' No. 2 Com. 4 1/4 Sap. 6 mos. dry.
 50,000' No. 2 Com. 5 1/4 Sap. 6 mos. dry.
 30,000' No. 2 Com. 6 1/4 Sap. 5 mos. dry.
 210,000' Fas. 8 1/4 Qtd. Sap. 7 mos. dry.

WHITE OAK
 20,000' No. 1 Com. 8 1/4 Qtd. 7 mos. dry.
 120,000' Fas. 8 1/4 Qtd. Red. 6 mos. dry.
 130,000' No. 1 Com. 8 1/4 Qtd. Red. 6 mos. dry.
 40,000' Fas. 4 1/4 Pl. 4 mos. dry.
 120,000' No. 1 Com. 4 1/4 Pl. 6 mos. dry.
 6,000' No. 1 Com. 5 1/4 Pl. 8 mos. dry.
 5,000' No. 2 Com. 5 1/4 Pl. 8 mos. dry.
 12,000' Fas. 5 1/8 Qtd. 8 mos. dry.
 14,000' Fas. 4 1/4 Qtd. 6 mos. dry.
 3,000' Fas. 5 1/4 Qtd. 6 mos. dry.
 12,000' No. 1 Com. 5 1/8 Qtd. 8 mos. dry.

BROWN & HACKNEY, Inc.

We Have the Following Stock to Offer:

SAP GUM
 100,000' 5 1/4" No. 1 Com.
 50,000' 5 1/4" No. 2 Com.

RED OAK
 75,000' 4 1/4" No. 1 Com. Pl.
 50,000' 4 1/4" No. 2 Com. Pl.

WHITE OAK
 100,000' 4 1/4" No. 1 Com. Pl.
 75,000' 4 1/4" No. 2 Com. Pl.

SYCAMORE
 5,000' 5 1/4" No. 3 Com.

Coulson Lumber Company

*We Manufacture
in Memphis*

RUSSE & BURGESS

We have the following to offer:

OAK
 200,000' No. 1 Com. 1 1/4 Plain Red. 6 mos. dry.
 100,000' No. 1 Com. 1 1/4 Plain Red. 6 mos. dry.
 75,000' Fas. 5 1/4 Plain Red. 5 mos. dry.
 100,000' No. 1 Com. 5 1/4 Plain Red. 6 mos. dry.
 75,000' Fas. 1 1/4 Plain White. 7 mos. dry.
 100,000' No. 1 Com. 5 1/4 Plain White. 8 mos. dry.
 75,000' No. 3 Com. 4 1/4 Mixed Oak. 4 mos. dry.

GUM
 100,000' Fas. 1 1/4 Sap. 6 mos. dry.

50,000' Panel 4 1/4, Com. 18" & up. Sap. 7 mos. dry.
 200,000' No. 2 & 3 Com. 1 1/4 Sap. 4 mos. dry.
 75,000' No. 2 & 3 Com. 5 1/4 Sap. 5 mos. dry.
 150,000' No. 2 & 3 Com. 6 1/4 Sap. 6 mos. dry.
 100,000' Fas. 8 1/4 Sap. 9 mos. dry.
 75,000' Fas. 1 1/4 Plain Red. 6 mos. dry.
 150,000' No. 1 Com. 8 1/4 Plain Red. 8 mos. dry.
 100,000' Com. & Btr. 1 1/4 Qtd. Red. 1 yr. dry.
 100,000' Com. & Btr. 8 1/4 Qtd. Red. 18 mos. dry.

GEO. C. BROWN & CO.

We Have For Immediate Shipment

GUM
 6 mos. dry.
 65,000' Bx Bds. 1 1/4, 9 to 12", Tupelo.
 40,000' Bx Bds. 1 1/4, 13 to 17", Tupelo.
 70,000' Fas. 1 1/4 C & B. Tupelo.
 100,000' No. 1 C. 1 1/4 Tupelo.
 80,000' No. 2 C. 1 1/4 Tupelo.
 40,000' Fas. 8 1/4 Sap.
 20,000' No. 1 C. 8 1/4 Sap.
 25,000' No. 1 C. 5 1/4 Pl. Red.
 120,000' No. 1 C. 4 1/4 Pl. Red.
 40,000' Fas. 8 1/4 Qtd. Red.
 50,000' No. 1 C. 8 1/4 Qtd. Red.

20,000' Fas. 4 1/4 Qtd. Red.
 30,000' No. 1 C. 1 1/4 Qtd. Red.
 15,000' No. 1 C. 5 1/4 Qtd. Red.
 30,000' Fas. 5 1/8 Sap.
 70,000' No. 1 C. 5 1/8 Sap.
 25,000' No. 2 C. 5 1/8 Sap.
 50,000' Fas. 3 1/4 Sap.
 70,000' No. 1 C. 3 1/4 Sap.
 60,000' Bx Bds. 1 1/4, 9 to 12", Sap.
 80,000' Bx Bds. 1 1/4, 13 to 17", Sap.
 100,000' Fas. 4 1/4 Sap.
 100,000' No. 1 C. 4 1/4 Sap.
 120,000' No. 2 C. 4 1/4 Sap.

J. H. BONNER & SONS

Send Us Your Inquiries for These Items

GUM
 2 cars Fas. Qtd. Red. 2", 2 mos. dry.
 1 car Fas. Qtd. Red. 2", 6 mos. dry.
 2 cars No. 1 C. Qtd. Red. 8 1/4, 2 mos. dry.
 1 car No. 1 C. Qtd. Red. 8 1/4, 6 mos. dry.
 5 cars Fas. Qtd. Sap. 8 1/4, 3 mos. dry.
 3 cars Fas. Qtd. Sap. 8 1/4, 3 mos. dry.
 3 cars Fas. Pl. Red. 1", 3 mos. dry.
 2 cars No. 1 C. Pl. Red. 1", 3 mos. dry.
 2 cars No. 2 C. Sap. 1", 3 mos. dry.

PLAIN RED OAK
 1 car Fas. 1 1/4, 8 mos. dry.

2 cars No. 1 C. 4 1/4, 8 mos. dry.
 1 car No. 2 C. 4 1/4, 8 mos. dry.
 2 cars No. 1 C. 8 1/4, 6 mos. dry.
 1 car No. 2 C. 8 1/4, 6 mos. dry.

QUARTERED WHITE OAK
 2 cars Fas. 4 1/4, 8 mos. dry.
 1 car No. 1 C. 8 1/4, 12 mos. dry.

POPLAR
 2 cars No. 1 C. 4 1/4, 3 mos. dry.
 2 cars No. 2 C. 4 1/4, 3 mos. dry.

MISCELLANEOUS
 Elm - 1 car Log Run, 12 1/4, 1 mo. dry.
 Magnolia - Log Run, 4/4.
 Oak Bridge Planks - 12 1/4, green.

Goodlander-Robertson Lumber Co.

Our extensive mills
are located in the
heart of Delta timber

E. Sondheimer Company

MEMPHIS



We have the following stock for immediate delivery:

WHITE ASH—DRY
 1 car Fas, 5 4x6 & up, all S & 10' long, dry.
 1 car Fas, 6 4x10' to 12'.
 1 car Fas, 2x12 and up.
 1 car Fas, 1x12 and up.
 1 car Fas, 1 1/4x12 and up.
 3 cars Fas, 4/4x6, and up.
 2 cars Fas, 5 4x6 and up.
 3 cars Fas, 8/4x6 and up.
 2 cars Fas, 16 4x6 and up.
 3,000' No. 1 & No. 2 C., 5", all S, bone dry.

ELM—DRY
 1 car No. 2 Com. & Btr., 4/4.
 10,000' No. 2 C. & Btr., 12 1/4.

SOFT MAPLE—DRY
 700' No. 2 C. & Btr., 8/4.
 6,000' No. 1 C. & Btr., 12/4.
 2,000' No. 1 C. & Btr., 16/4.
 2,000' No. 2 C. & Btr., 4 1/4.

Riel-Kadel Lumber Co.

HONDURAS MAHOGANY
 16,000' Clear, 4 1/4 & 3 1/2x3 1/2 squares, 24 mos. dry.
 21,000' 1 & 2s, 3/4, 24 mos. dry.
 14,000' Clear, 4/4, 24 mos. dry.
 50,000' Wormy No. 2 C. & Btr., 4/4, 24 mos. dry.

QUARTERED WHITE OAK
 5,000' 1 & 2s, 3 1/4, 6 mos. dry.
 53,000' 1 & 2s, 4/4, 6 mos. dry.
 46,000' Com Strips, 4 1/4, 6 mos. dry

PLAIN WHITE OAK
 215,000' No. 1 C., 4/4, 12 mos. dry.
 159,000' No. 2 C., 4/4, 12 mos. dry.
 38,000' No. 1 C., 5/4, 3 mos. dry.
 26,800' No. 1 C., 6/4, 3 mos. dry.
 63,000' 1 & 2s, 3 1/4, 6 mos. dry.
 161,000' No. 1 C., 8/4, 6 mos. dry.

PLAIN RED OAK
 64,000' No. 1 C., 3 1/4, 18 mos. dry

38,000' No. 2 C., 3/4, 12 mos. dry.
 90,000' 1 & 2s, 4/4, 6 mos. dry.
 550,000' No. 1 C., 4/4, 18 mos. dry.
 510,000' No. 2 C., 4/4, 18 mos. dry.
 13,800' Steps, 5/4, 12 mos. dry.
 92,000' 1 & 2s, 5/4, 5 mos. dry.
 45,000' No. 1 C., 5/4, 12 mos. dry.

POPLAR
 41,500' Sap & Select, 4 1/4, 4 mos. dry.

WHITE ASH
 75,000' No. 1 C., 4/4, 4 mos. dry.
 81,300' No. 1 C., 5/4, 4 mos. dry.
 12,200' 1 & 2s, 16/4, 26 mos. dry.

SAP GUM
 58,000' 1 & 2s, 12/4, 8 mos. dry.
 24,400' 1 & 2s, 5/4, 6 mos. dry.

COTTONWOOD
 47,000' 1 & 2s, 4/4, 6 mos. dry.
 31,400' Bx. Bds., 4/4, 6 mos. dry.
 40,800' Bx. Bds., 4/4, 3 mos. dry.

James E. Stark & Co., Inc.

List of Stock Ready For Immediate Shipment

QUARTERED WHITE OAK
 2,000' No. 1 C. & Btr., 12 1/4, 1 yr. dry.
 12,000' Fas, 4 1/4, 1 yr. dry.
 30,000' Clear Strips, 1 1/4, 1 yr. dry, bright sap no defect.
 9,500' Com Strips, 4 1/4, 1 yr. dry.
 18,000' Fas, 3 1/4, 1 yr. dry.
 6,000' Fas, 6/4, 6 mos. dry.
 1,200' Fas, 8 1/4, 1 yr. dry.

QUARTERED RED OAK
 2,000' No. 1 C. & Btr., 3 1/4, 1 yr. dry.
 14,000' No. 1 C., 4 1/4, 1 yr. dry.
 6,000' Fas, 5 1/4, 8 mos. dry.
 3,300' No. 1 C., 3 1/4, 8 mos. dry.
 5,000' Fas, 6 1/4, 6 mos. dry.

PLAIN RED OAK
 39,000' No. 1 C., 3 1/4, 6 mos. dry.
 17,000' No. 1 C., 6 1/4, 6 mos. dry.
 36,000' Fas, 5 1/4, 6 mos. dry.
 16,000' Fas, 8 1/4, 8 mos. dry.

PLAIN WHITE OAK
 20,500' Fas, 5 1/4, 6 mos. dry.
 16,500' No. 1 C., 5 1/4, 6 mos. dry.
 13,500' No. 1 C., 6 1/4, 6 mos. dry.
 14,000' Fas, 8 1/4, 8 mos. dry.
 3,000' Fas, 12/4, 3 mos. dry.
 9,000' No. 1 C., 8 1/4, 8 mos. dry.
 1,000' No. 1 C., 12/4, 3 mos. dry.

CYPRESS
 15,000' Select, 6/4, 3 mos. dry.
 15,000' No. 1 Shop, 6/4, 3 mos. dry.
 30,000' No. 1 C., 8 1/4, 3 mos. dry.

F. T. DOOLEY LUMBER CO.

Oak Gum Cottonwood

Paepcke Leicht Lumber Co.

Head Offices: Conway Bldg.
 Chicago

Elm Ash Maple

Ferguson & Palmer Co.

**Manufacturers of
 Hardwood Lumber**

WE HAVE NO STOCK TO OFFER AT PRESENT

We Can Move To Your Order At Once

QUARTERED WHITE OAK—DRY
 93,000' No. 1 C., 5/8.
 150,000' No. 1 C., 4/4.
 128,000' No. 1 C., 5/4.
 15,000' No. 1 C., 6/4.
 100,000' No. 1 C., 8/4.
 16,000' Fas, 6/4.

PLAIN RED OAK—DRY
 221,000' Fas, 5/8.
 50,000' No. 1 C., 5/8.
 31,000' Fas, 5/4.
 25,000' Fas, 6/4.
 16,000' Fas, 8/4.
 10,000' No. 1 C., 8 1/4.

QUARTERED RED OAK—DRY
 12,000' No. 1 C., 3/4.
 97,000' No. 1 C., 4/4.
 76,000' No. 1 C., 5/4.
 42,000' No. 2 C., 1 1/4.
 26,000' Fas, 3 1/4.

**37,000' Fas, 5/4.
 FED & WHITE OAK—GREEN**
 200,000' No. 2 C. & Btr., 8/4 & thicker.
GUM
 34,000' C. & Btr., Sap, 12/4.
 25,000' Fas, Qtd. Red, 5/4, sap no defect.
 100,000' No. 1 C. & Btr., Qtd., 8/4, sap no defect.
 135,000' Fas, Qtd. Red, 8/4.
 12,000' C. & Btr., Qtd. Black, 4 1/4.

MISCELLANEOUS
 Ash—15,000' C. & Btr., 10/4.
 Elm—150,000' Log Run, 12/4.
 Pl. White Oak—14,000' No. 1 C., 8 1/4.
 Cottonwood—20,000' F A S 1 1/2" to 12".
 Cottonwood—20,000' Bx. Bds., 13 to 17".

MAY BROS.

These items are ready for immediate shipment

COTTONWOOD
 100,000' No. 1 C., 4/4, 3 mos. dry.
 100,000' No. 2 C., 4/4, 3 mos. dry.

QUARTERED RED GUM
 2 cars C. & Btr., 8/4, 6 mos. dry.

PLAIN RED GUM
 5 cars C. & Btr., 12/4, Rift Sawed.

SAP GUM
 1 car Panels, 4/4, 18" and up, bone dry.

WHITE OAK
 10 cars No. 1 C., 4/4, Qtd., dry.
 2 cars No. 1 C., 6/4, Qtd., dry.
 5 cars No. 1 C., 5/4, Qtd., dry.

Memphis Band Mill Co.

We have the following stock in regular widths and lengths:

SAP GUM
 Fas 4/4, 13 to 17".

FIG. RED GUM
 Fas & No. 1 C. 4 1/4.

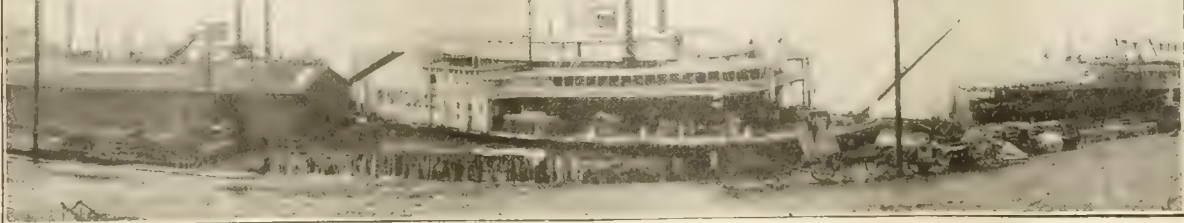
PLAIN RED OAK
 Com. & Btr. 5 1/2 & 3 1/4; Fas 5/4, 6/4 & 8 1/4, No. 1 C. 5 1/2, 5 1/4, 6 1/4 & 8/4; No. 2 C. 3 1/2 & 5/8; Coffin Bds., 5/8, 3/4 & 5/4; Sd. Wormy, 4/4".

PLAIN WHITE OAK
 Fas, 5/4 & 8/4; No. 1 C., 5/4 & 8 1/4, No. 2 C., 5 1/4.

QUARTERED WHITE OAK
 Fas, 3/4, 5/4 & 6/4; Com. & Btr., 1 1/2; Strips, 4 1/4; No. 1 C., 4 1/4, 5 1/4 & 6/4; No. 2 C., 4/4.

ANDERSON-TULLY CO.

MEMPHIS



The Following Items Are Ready For Prompt Shipment

OAK	3 cars Fas. 4 4, Fig Qtd. Red.
2 cars Fas. 4 4, Qtd. White.	2 cars No. 1 C. 4 4, Pl. Red.
3 cars No. 1 C. 4 4, Qtd. White.	1 car Fas. 4 4, Sap.
2 cars No. 1 C. Strips, 4/4 Qtd. White.	3 cars No. 1 C. 4 4, Sap.
3 cars No. 1 C. 4 4, Pl. White.	1 car Bx. Bds. 5 4, 13 to 17", Sap
2 cars Fas. 4 4, Qtd. Red.	ELM
3 cars No. 1 C. 4 4, Qtd. Red.	3 cars Log Run, 10/4.
1 car C. Strips, 4/4, Qtd. Red.	2 cars Log Run, 12/4.
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75,000' C. 5 4, Pl. White.	9,000' C. & Btr., 12/4, Green.
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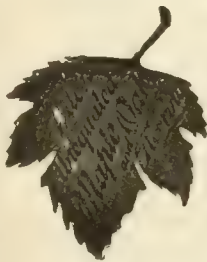
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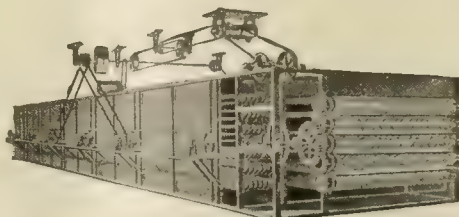
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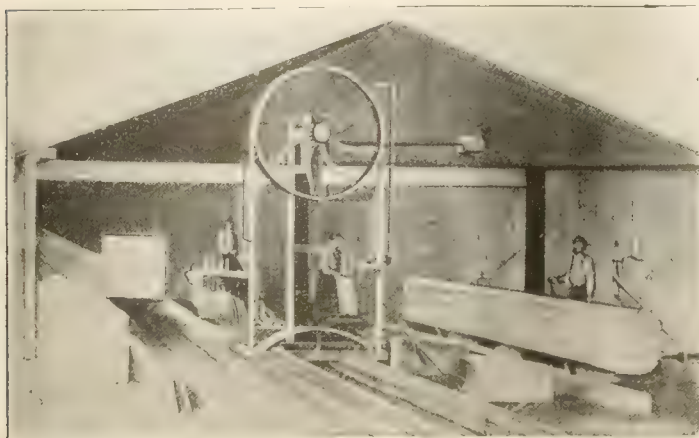
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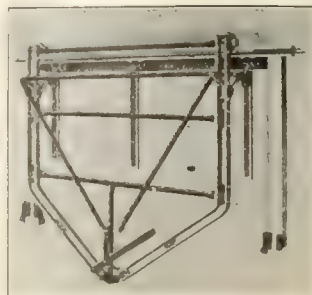
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Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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No. 7



Review and Outlook



General Market Conditions

IN DISCUSSING MARKET CONDITIONS the two questions usually asked have to do with the probable demand from the furniture factories and the trend which building operations are liable to take. Comment on the furniture situation at this particular time of the year is more or less speculative as the furniture exhibits are hardly more than just getting well started and do not give an indication of what their bearing on the factory demand will be. As usual the weeks prior to the shows saw a considerable letup in furniture purchases. Of course this month can hardly be expected to develop in any way other than as is usual with the month of July. Prognostications, however, give ample reason for believing that 1917 furniture shows will not show a sufficiently marked reduction in buying to justify any apprehension having to do with the demand for hardwood lumber for furniture purposes.

In building work naturally a different situation holds. The principal reason for growing slackness in building was directly the price asked for materials and equipment going into building construction. Of the generalness of this falling off in building work there can be no two opinions, but the public as a whole will in the course of time get used to most things and in this case the present level of prices will gradually come to be accepted as usual, and with the public at large eventually working into this frame of mind, there will be a return to normal building activity. It is hardly likely that there will be any boom in the building situation, but as far as the present activity is concerned, it is not slated to last very much longer.

With these two exceptions practically every other line is performing remarkably well. In automobile construction, wagon and carriage construction and box making, in fact in practically everything, the call has been brisk and the demand in excess of supply. It has been argued that automobile production is being curtailed, thus decidedly reducing the call for hardwood lumber going into this purpose—this applying to the pleasure car.

It is quite possible that the automobile trade is going through some aligning as the development in this industry has been so phenomenal and spectacular that it has been difficult to keep a proper check on the relationship between supply and demand. It is necessary that there be every so often a period of checking up so that the manufacturers will be able to lay intelligent plans for the future. But even with reduced production of pleasure automobiles as a permanent feature of the business, the total production, including trucks and similar commercial equipment, must continue to show increase rather than decrease. As the commercial

and industrial vehicle contains considerably more wood than does the pleasure car, there is only one result possible.

So on down through most of the industries. Their basic business is good and growing. The railroads admit net earnings are decidedly on the increase and every observing person is struck with the indications of normal processes in all directions. The more nearly we can continue in this same channel, the better off will the business of the country be and there is no indication of any violent jumping off the tracks. The only thing that can seriously disturb is the withdrawal from manufacturing and similar work of the first section of the drafted army. A reduction in the laboring force to this amount must of necessity clip the wings of production in some directions, at least until the women power and inventive ingeniousness of the people can provide means for filling the places either with human hands or with substitute machinery, of those who leave for the training camps.

Aside from this one feature though (and lessening labor must of necessity result in lessened production and decreased needs in raw material), there is no one thing or combination of things which can seriously disorganize the present situation which in the lumber business is yielding growing markets and continued rises in price levels in every direction.

The Cover Picture

NEXT AFTER ROBERT E. LEE, the greatest general produced by the southern Confederacy during the civil war was Thomas J. Jackson, commonly known as Stonewall Jackson. He received the name at the first battle of Bull Run. His men, animated by his example, stood their ground at the critical moment of the battle, and saved the day for the Confederates. The name originated in a remark by General Bee, another Confederate, whose men refused to face the fire. He called to them: "Yonder is Jackson standing like a stone wall." The name was fixed on him. His highest military qualities, however, did not show in his ability to stand like a wall, but in his capacity for quick decision and rapid movement. His greatest victories were not gained by resisting shocks but in giving them. The late Lord Roberts said that if Napoleon had been afforded an opportunity to study Jackson's campaigns, he could have profited from them.

The cover picture accompanying this issue of HARDWOOD RECORD shows the boyhood home of Stonewall Jackson, twenty miles south of Clarksburg, W. Va. The picture is from a calendar of the Sun Lumber Company, Weston, W. Va. A representative of this paper recently visited the scene, prepared to photograph it, but a fire had destroyed the dwelling, leaving only three chimneys towering over

the ruins; but the mill on the bank of the river had escaped. In order to show the homestead as it appeared when Young Jackson lived there, the picture from the Sun Lumber Company's calendar is reproduced. The photo was made several years ago. The mill is the only building now standing. It was built about one hundred years ago by Cummins Jackson, Stonewall's uncle, who owned the mill and the plantation with many slaves. The future general spent his youth there, working in the mill and about the plantation, and began official life when seventeen years old by serving as constable in that peaceable and prosperous community.

From this place he set out (tradition says on foot) for West Point to pass his examinations as a cadet. The tradition that he went on foot has the merest fragment of truth in it. His uncle was a rich man, with plenty of horses, and the nephew set forth well mounted, but at the end of twenty miles (at Clarksburg) intercepted the stage coach for the east, and sent his horse back. He did, however, run on foot two or three miles to overtake the stage which had passed shortly before his arrival.

When the mill was visited by the RECORD man not long ago it was found in excellent preservation. The wheels were still going round as they had been going for a century; but a motor now furnishes the driving power, instead of a water wheel as formerly. The mill was built of yellow poplar, and the beams, posts, and siding, though somewhat weathered by the vicissitudes of a hundred years, are as sound as a dollar today. Clearer, finer lumber no man ever saw. This was originally a region of magnificent poplar timber, as is proved by the size and form of an occasional tree that has escaped the axes of the land clearers and log cutters. It is now a highly developed agricultural region, possessing great prosperity and wealth, with "cattle on a thousand hills."

The old mill is looked upon by the neighboring people as a sort of shrine to the memory of the great general who spent his boyhood there. Some of the older people remember him and recount many traditions concerning his early life.

Accounts of the final hour of General Jackson say that after receiving the mortal wound from the guns of his own pickets who mistook him for an enemy, his last words were: "Let us cross over the river and rest in the shade of the trees." Many have wondered if the picture rising in his memory, in the hour of delirium, did not relate to the scene of his boyhood, with its trees, shade, and river. It may have been. Splendid sycamores, whose shade he must have known while a boy, still left their white trunks and wide-spreading arms above the grassy banks of the Monongahela river.

The Land Meeting

ABOUT TEN DAYS AGO there was held at Memphis, Tenn., the most important meeting that lumbermen were ever responsible for. Many who came with the frank expectation of being more or less bored by a subject of which they knew little, went away with a big inspiration, with remade ideas on the subject in behalf of which the meeting was called, with a new conception of the duty of southern operators to the nation and, it might almost be said, to the world. The meeting of the Southern Alluvial Land Association held at Memphis on Saturday, June 30, was without doubt or exception of more stirring concern to those who attended, to the trade at large, and to the country than any other gathering in which lumbermen have participated officially.

And why is this so? Merely because it was definitely shown that the tremendous, potential food possibilities of the cut-over land in the Mississippi delta, the alluvial farm lands which have been proclaimed as even richer than the famous lands in the valley of the Nile, are being used to but a very small fraction of their capacity in food stuffs, both grain and animal. The meeting was of importance in that it showed this condition and brought a thorough realization of the duty of those whose tasks it will be to bring the productivity of the delta country to as near its maximum as possible. The lumbermen responsible for the organization of the Southern Alluvial Land Association started a movement the scope and vast-

ness and importance of which they had no definite conception when the organization of this body was first promulgated.

The association offers the only means, and a very logical one, for approaching the problem intelligently and with certainty of successful solution, but the work so far accomplished has been merely elementary. It has not even begun to get down to the real necessities or to work out the problem in its many phases in the practical manner that will be necessary. The first thing necessary toward this end is the enlisting of moral and financial support, the bringing into the ranks as workers, and the definite and active aligning with the movement as a whole, of those people in the delta country who are beginning to apply more modern agricultural ideas, and who are working with a conception of the possibility of that territory and a belief that they have a duty to perform in utilizing these tremendous natural resources to the nth power.

Fortunately the members of the association gave evidence of realizing that the alluvial land association cannot reach its maximum usefulness if operated as a side issue of lumbering. It must be made a primary issue and to this end the interest of everybody actively and practically engaged in farming and stock raising in that region must be enlisted.

The problems are necessarily those of the farm rather than of the sawmill, and it cannot be expected that the sawmill man will have the practical and scientific knowledge of the questions of farming nor the time apart from the important business of making lumber properly, to put the energy and push behind the land association which that organization needs. So with the enlistment of assistance by men in the business, and that movement is already well under way, it can be confidently expected that the complete development of the alluvial territory in the southland will be realized in the near future. Those tremendous resources will be turned to the benefit of the country many years before they would be made usable were the ordinary course of events left to work themselves out.

Inadequate Transportation

THE COUNTRY IS SUFFERING FROM A SHORTAGE IN TRANSPORTATION facilities more than ever in the past, although the facilities are better now than ever before, and the bulk of material carried was never before as great as it is now. The railroad are by all odds the most important means of transportation and they are overloaded. There has been no breakdown in the system, no failure of the different parts to work in harmony, no decline in the quantity or quality of equipment, and no deterioration in the efficiency of the management. The trouble of which shippers complain is due primarily and principally to the fact that the quantity of articles to be shipped has grown beyond all precedent, and the railroads are overburdened. They cannot carry what is offered. Their equipments have not expanded as rapidly as the demand for transportation. When the question is simmered down to bare facts, that is what is the matter.

Daniel Willard, speaking for the railroads, recently summarized the situation for the Council of National Defense in this terse statement:

The railroads of the United States, operated as one system, are carrying more freight than ever before in the history of the country, but when they have carried traffic up to 100 per cent of their capacity there still remains 15, 25, perhaps 30, per cent of traffic which it is impossible for them to carry at all.

The cause underlying the embargoes, the congestion, and the lack of cars where needed, is now pretty generally known, and the search for a remedy is active. Many suggestions have been put forward. The railroads suggested a fifteen per cent increase in freight rates; but that has been ruled out, for the present at least, on the ground that it would simply be paying the railroads more money for the same amount of hauling, and would not move any more freight. Another suggestion, and apparently an unwise one, is that the government take charge of the railroads and run them. Since the roads are already operating to 100 per cent of capacity,

it is difficult to see how a change of management would improve the situation. The change would probably do harm by displacing experienced and competent railroad managers by government men of more or less doubtful ability coupled with lack of experience.

Still another suggestion is that the government build a large number of freight cars and put them into service on the railroads under an arrangement which would guarantee the roads a fair return for their service. The merit of this plan is that it provides means for increasing the quantity of freight carried. That would provide a remedy so far as it goes. If the roads could and would build that many additional cars, instead of waiting for the government to do it, the result on transportation would be beneficial. The government has not yet undertaken to build cars.

Who Is Responsible for I. C. C. Decision?

THE DEMAND by the Interstate Commerce Commission of the railroad's plea for a fifteen per cent increase in freight rates was expressed in such certain terms and leaves so little room for doubt as to the Commission's views on the subject that there has been a good deal of interested surmise as to whose arguments were responsible for the decision. The strong and intelligent fight which the Southern Hardwood Traffic Association put up has maintained interest in the hearings at a high pitch and sustained hope that the new demands by the roads that the government fulfill its share of the nefarious Adamson bargain would not count.

So enthusiastic have the southern lumbermen been over the work of their pet association that when the announcement of the decision came out they began to look for the earmarks of their work. And they did not have to search far—the official opinion shows on its face the effect of the association's arguments. Not only does it use these arguments but it uses them in their exact phraseology in many places.

This, if nothing else, is strong argument in favor of co-ordinating and concentrating effort under intelligent and active management. Specialized association work is the rule of the day, only because the application of a definite force to a definite object has been proven logical.

Some Interesting Facts on Loading

NEVER BEFORE HAS THE QUESTION of maximum loading of freight cars been so thoroughly agitated as it is in these days of stress. Of all suggestions for ameliorated shipping difficulties for providing means of moving freight more expeditiously, the one suggestion that appears most logical is that loading capacity be more fully utilized.

It is merely in conformity to the usual progressiveness of the Southern Hardwood Traffic Association that that body is responsible for a movement which has already had distinct effect in expediting shipments from that territory in the southern hardwood belt. The association has instituted a semi-official competition among hardwood shippers in points around Memphis which has led them to vie with one another for a place of honor. The association figures that the nearest practicable approach to actual capacity loading is about ninety per cent of marked capacity. It checks up weekly on shipments going out from that territory and publishes a list of firms that have entered this friendly competition showing the percentage of possible maximum which each has loaded during the preceding week.

The record so far is eighty-seven per cent of the possible one hundred per cent and the practicable ninety per cent, thus showing that the association's estimate is easily possible of attainment. Many other firms were well above the eighty per cent basis.

Just to prove the real importance of utilizing as much loading capacity as possible the traffic association cites some interesting figures based upon two actual shipments, one made by a progressive and the other by a man who does not yet know that war was declared among European nations some three years ago. On page 37 of this issue these two shipments are illustrated, the one showing a load of 110,400 pounds in a car marked for a capacity of 100,000 pounds and the other showing a load which probably does

not exceed 40,000 pounds in a similar car. This means in actual figures that the working ability of that one car loaded above capacity is increased about ninety per cent over its average utility, the average load being approximately 60,000 pounds. But in addition to that feature there is the additional reason for loading to capacity, that a capacity load increases the railroad's revenue without additional expenditure and thus if the movement became more general, this practice would eliminate any argument the railroads might advance for increased freight rates.

What One City Is Doing

IN THESE strenuous days with hardwood stocks shot to pieces and buyers not knowing where to turn for what they want, it occurred to one group of prominent lumbermen that if they could work out some centralized and concentrated means of keeping the buying trade informed of the trend in their market, it would be of definite service to the buyers. In this case, considering the fact that lumber is selling itself, selfishness can hardly be named as the prime purpose behind the above mentioned movement.

The manufacturers referred to are those located at Memphis, Tenn. Memphis, which is responsible for a hardwood production in excess of 600,000,000 feet annually, naturally feels that the woes of the buyer will be materially reduced if he is able at all times to see what is being offered from this hardwood metropolis. To accomplish this end, Memphis manufacturers called in the co-operation and assistance of HARDWOOD RECORD and the result of this working together is shown on pages 8b-12. This directory of the Memphis trade, which will probably be augmented in the next issue so as to show a complete roster, is designed to show to the buyers twice a month a definite and complete list of all of the current items in the hardwood metropolis—the hardwood offerings that are ready for immediate shipment, thus enabling the buyer to size up the whole situation in the Memphis district and keep posted on current offerings. Memphis standing behind this service has proven herself to be in the forefront among progressive hardwood communities, and it is to be hoped that the buyers will find a definite measure of assistance in this co-operative effort.

Substitution of Wood for Steel

ADVICE HAS BEEN SENT OUT by the National Chamber of Commerce to manufacturers, builders, and others to substitute wood and other materials for iron and steel when it can be done. The reason assigned for this course is that steel and iron are needed in such large quantities in prosecuting the war that enough to meet the ordinary needs of other business cannot be depended upon, but wood is available and will continue to be available to meet all business needs, where this material is suitable.

It is fortunate that we have our forests. It is a resource which will serve the country well in this crisis. The need of timber is so great in some of the countries at war that almost a clean sweep is being made of all trees. That is true particularly in England, Scotland, and parts of France. Ornamental groves, shade trees, and private timber of all descriptions, are being cut to meet the call from the front. Nothing is spared for the sake of sentiment. It is an emergency that recalls Shakespeare's question: "Who in a sea fight ever thought of the price of the chain that beats out the brains of a pirate?"

The American forests are able to meet the call. The war cannot last long enough to exhaust our timber, even after using it as a substitute for steel wherever possible. There is enough iron in the ground, but it cannot be mined and manufactured fast enough to supply both war and private business; but, fortunately, there is timber enough and reserve saw mill capacity sufficient to take care of the needs of the country in this emergency. It has been a subject of comment, and often with a note of discouragement, that too many sawmills had been built. If they operated to capacity, there was danger of an over-supply of lumber. Perhaps the day is at hand when it will be considered fortunate that there are so many mills, and that they are able to speed up production almost without limit.

Figures Due to Pigments

HU MAXWELL

Editor's Note

If "the weak things of the earth are chosen to confound the mighty," sapstain, as the lumberman knows it in his yard, ranks high in the list of such weak things. It has not been so many years since sapstain in lumber was looked upon much as people used to look upon plagues among men—as a sort of judgment sent by heaven, and therefore beyond human control. That opinion has now passed away. The cause of sapstain and its method of attack are now well understood, and the principal concern is to find remedies or means of prevention. Success is rewarding research in that direction; and, though there is no reason to expect that the agencies which produce the stain can be eradicated, progress has been made in devising means of warding off attacks of the insidious pest.

ARTICLE ELEVEN

A certain kind of discoloration of lumber is known as sapstain, and a common sort of sapstain is called "bluing." It is so named from the bluish tinge which characterizes it. No part of the United States where lumbering is carried on is wholly free from sapstain; but it is much worse in damp, warm regions than in those dry and cool. The stain or discoloration cannot be washed off, as soot or other surface deposit might be. It is entirely different from the discoloration known as weathering. Sapstain is at its worst on new lumber, while weathering does not attain its maximum until the lumber has aged considerably.

The processes by which wood becomes sapstained cease wholly when the temperature falls below freezing and do not again be-



DIFFERENT TYPES OF SPORES

1 Algae spores, swim in water; 2 Scouring rush spores, move by kicking; 3 Pine spores (pollen), fly with wings; 4—Fungus (sapstain) spores, float in air.

come active until after ice and frost disappear. Summer is, therefore, the season of greatest loss from this stain. Damage may be excessive in lumber yards and is considerable whenever green lumber is exposed to the air during warm, damp weather. It is worst in lumber yards because sapstain is contagious and affected material passes the disease on to healthy stock.

Lumber falls in value after being stained. It may deteriorate from fifty cents to two dollars per thousand feet. It has been estimated that one-fourth of the whole sawmill output of the United States suffers from sapstain, and that the annual loss from that source in this country is not under \$8,000,000. Part of this decrease in value is due to the unsightly appearance of the lumber. It looks dirty, but the discoloration cannot be wholly removed by passing the boards through a planer and shaving the surface off. The stain is not confined to the outside, but goes deep. A shaving cut from the surface uncovers similar stain deeper down. However, the principal decrease in value is not due so much to the appearance of the affected wood as to the very general belief that such wood is not so sound as it was before the discoloration. Consequently, it does not command the price of unstained lumber.

The prejudice against stained lumber, under the assumption that it has been weakened or softened, may be justified to a small extent, but the difference in hardness and strength before and after is not usually great. The government laboratory at Madison, Wis., proved by tests that heavily-stained shortleaf pine is slightly weaker, less tough, and shows less surface hardness than the unstained; but in longleaf pine, when slightly stained, the difference in strength, toughness, and hardness, between stained and unstained boards, is too slight to be noticed. Hermann von Schrenk's investigation of the bluing of the yellow pine of the Black Hills region showed that, under some tests, particularly splitting, the stained wood was stronger than the unstained.

LOSS FALLS ON LOW GRADE LUMBER

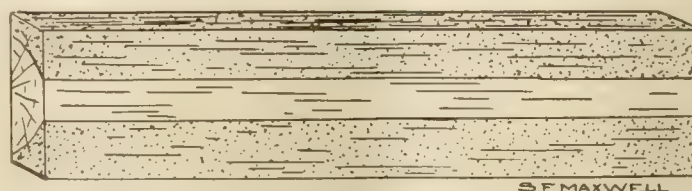
The largest loss on account of sapstain falls on low grade lumber, for two reasons. First, such lumber is largely sapwood and is peculiarly liable on that account to be attacked by the stain. Heartwood is not attacked. Second, low-grade lumber is seldom passed through dry kilns but is left in yards to season in the open air, and during the early part of the seasoning process such lumber is almost certain to be attacked by stain, if the weather is not too cold.

One of the largest users of low-grade lumber is the box maker. He may not object to the stained wood on account of its supposed loss of strength, but he objects to the off-color. Many kinds of boxes are printed or stenciled to give the name of a manufacturer or the address of a purchaser, and stained wood does not display lettering to advantage. It is too dark. The box maker who has such lumber on hand must use it for boxes which do not call for stenciling, and this restricted use for the lumber is reflected in the price which the buyer is willing to pay for it.

THE AGENTS OF SAPSTAIN

The cause of sapstain in lumber is well known to be a fungus, or rather funguses of different species; but there is not entire agreement as to the lesser details of the phenomenon. The theory that some of the stain is due to chemical action, at least as a secondary cause, has advocates, and they may be correct. But it is no longer open to question that most of the stain is due to the growth of fungus upon or beneath the surface of the wood.

Fungus is a plant of low order which lives, for the most part, on dead organic matter, either of animal or vegetable origin. There are thousands of species. Some are well known, such as toadstools and



A SAPSTAINED PLANK

The sapwood has been colored by fungus while the heartwood has escaped discoloration because immune to attack.

mushrooms; others are small and frequently wholly invisible to the naked eye, unless accumulated in large masses. The fungus that produces sapstain in lumber is not visible without a lens, except in mass. The individuals are of extreme smallness.

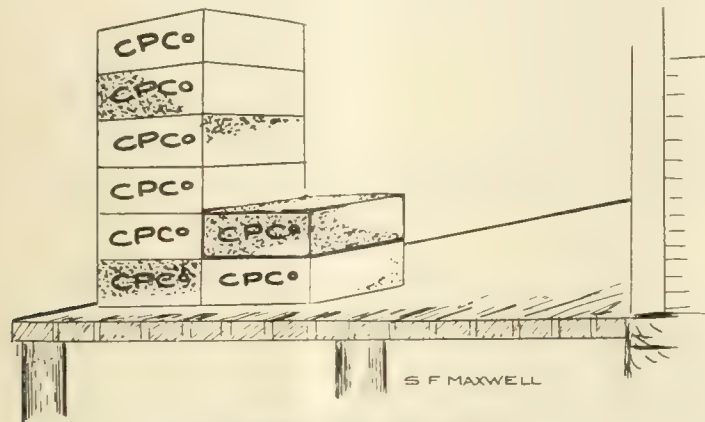
Fungus of that kind is mostly roots, if the part beneath the surface may properly be called roots. They are thread-like in form and are known to botanists as mycelia. The mycelia of the sapstain species strike into the wood and penetrate it in much the same way as the roots of clover penetrate the soil. They are able to do this, because wood is a porous substance, like a sponge, and the fungus threads can penetrate from cavity to cavity with great speed until the hollow spaces of the wood are filled with masses of the threads.

The minute thread tips have the power of boring holes through the thin walls separating the wood cells, if they do not find openings ready made, which is frequently the case.

The fungus penetrates the wood cells in search of food which

nature stored there for the use of the tree while it was growing. This consists of starch and other materials. It is in the cells of the sapwood when the tree is cut, and it remains there after the lumber is sawed, and it constitutes the bait that tempts the fungus to enter. This stored food is not found in the heartwood in sufficient quantity to attract the fungus threads to enter, and that is the reason why the stain is confined to sapwood. Where food is not to be found, this fungus does not go.

Herein lies the explanation, why it is called sapstain instead of woodstain. It operates in sapwood only. It dies of starvation as soon as it enters heartwood; but there are other species of fungus which work their way into heartwood and cause it to decay. They



DAMAGED PACKING BOXES

Sapstained lumber (sapwood) may become so dark that the stenciling is scarcely readable, but heartwood remains light.

generally act much more slowly than the species which specialize on sapwood and produce the discoloration and stain which cause so much injury in lumber yards.

THE DISPERSAL OF SPORES

The most discouraging feature of the fight against sapstain is that it seems to be everywhere. Lay down a freshly-sawed board of sapwood, and it is attacked so quickly and with such vigor that every square inch of the exposed surface is soon stained. It does not seem to make much difference where the board is, provided the weather is not too cold or too dry. The fungus is there, ready for the attack.

The sapstain plague is spread by spores. The spore of fungus corresponds to the seed of a flowering plant. The seeds of many plants are wonderfully successful in traveling from place to place and getting themselves planted where chances to grow are good. They roll by gravity, as walnuts; float in water, as mangrove; fly in air, as maple; hang to the fur or wool of animals, as cockleburs and beggarlice. But the spores of fungus surpass all seeds of the higher plants in moving from locality to locality. In the first place, they are more numerous and more of them start on the journey. A puffball the size of a marble can scatter more spores in one day than the largest walnut tree can scatter seeds in a century, and the spores go faster and farther. In fact, spores have such adequate facilities for getting from place to place that they seldom fail to arrive everywhere promptly. Some are as light as the finest dust and float in the air for hours and drift far from the starting place. The "smoke" of a puffball and the "smut" on a cornstalk afford examples of spores which may be seen floating in clouds composed of millions of individuals, and each individual capable of starting a new generation.

Some spores which do their traveling by water are equipped with from one to a dozen tails, resembling those of eels, but the spores are so diminutive that it is almost impossible to imagine anything smaller. When one of these spores starts upon its journey through the water, it lashes its tails as if it were a living thing, and quickly arrives at its destination. Spores of that kind belong to algae. Then there is the spore of the equisetum or scouring rush. This

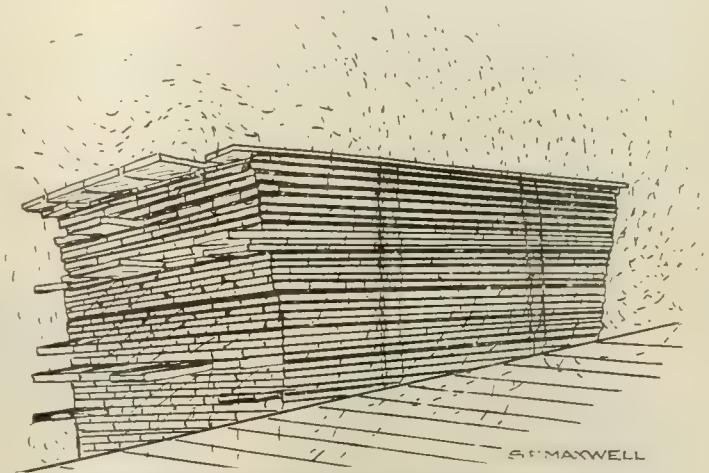
spore perambulates somewhat after the fashion of a grasshopper. It has appendages resembling long, slender legs. When not on a journey the appendages are coiled like springs round its bean-shaped body. When the order comes to "forward-march," one leg kicks out, then the other, first one and then the other, and the spore lurches along at an interesting rate. The kicking propensities of a mule are half-hearted compared with the spore of equisetum. If the spore were as large as the mule, and strong according, it could kick itself from New York to San Francisco in two hours. Some spores have wings, and apparently they can use them as successfully in sailing through air as alga spores use their tails in swimming through water. Most spores of fungus, however, can float along in air because of extremely small size and light weight. They drift with air currents, totally invisible to human eyes and in numbers almost surpassing the powers of figures to express.

They account for the presence of sapstain wherever climatic conditions are favorable. The spores fall on every exposed surface; and where moisture, warmth and food are found, germinate and grow quickly. Freshly sawed wood is a fertile soil for this nefarious crop. Dampness and the food conditions are exactly right.

HOW WOOD IS DISCOLORED

When lumber is infected by fungus the fact may be disclosed by change in the wood's color, but that does not always happen. In some instances the threads of fungus may contain the color that becomes visible and which is ordinarily assumed to belong to the wood itself. That is, perhaps, usually the case. The apparent color of the wood is sometimes, as seems probable, the result of an optical effect. The brown threads of fungus are visible through the yellowish fibers of the wood and the eye interprets the result as a bluish tinge, though the real wood substance may have no such tinge.

The different species of fungus that produce sapstain vary considerably in color, independently of all optical illusions. One such fungus has been used in the manufacture of green dye. So



SHOWER OF SAPSTAIN SPORES ON LUMBER PILE

This shows what actually takes place, though the falling spores are too small to be visible to the naked eye.

much coloring matter is contained in this fungus that it imparts a green tinge to the wood that contains it.

It is thought probable that the real wood substance is not discolored, but that the stain is contained within the cells. The blue stain in the cell may be compared to blue ink in a bottle. The ink causes the glass to appear blue, yet the glass itself is not colored. The glass in this example corresponds to the walls of the wood cell. However, a discussion of this fine distinction approaches pretty close to the line separating the known from the unknown.

The analogy is not perfect; for, though ink may be poured from the bottle and in that way the color may be removed, the fungus that has worked its way into wood cells cannot be removed, for which reason the stain is permanent. It may be covered with paint

but it cannot be washed out. Possibly it might be whitened by some bleaching process, but of necessity that would be on a small scale.

PREVENTION OF SAPSTAIN

The remedy lies in prevention. That is likewise the remedy for cholera in the human race, but there is a difference. The germs of cholera can be attacked and destroyed in their breeding ground, but that cannot be done with the germs of sapstain. The breeding grounds are too large and too many. Something in that direction can be done by removing decaying wood, draining damp premises, and clearing away obstructions to secure better circulation of air among lumber piles, thereby speeding up the drying process. But, to combat bluing successfully, the lumber must be protected against the swarms of spores which constantly float in the air.

The most promising defense against attack is a process of poisoning the surface of the lumber in a way to kill the spores when they

touch it, or to poison the food supply in the wood cells so that fungus cannot live on it. A number of mixtures and solutions have been tried with more or less success. The custom is to dip the boards in a bath of the approved mixture. Among those recommended are borax, sodium carbonate and lime, sodium hydroxide, sodium bicarbonate, carbolic acid, naphthalene flakes, copper sulphate, zinc chloride, and mercuric chloride.

The funguses which produce sapstain are not very particular about the woods they choose. If any species is entirely immune, when exposed under conditions favorable to attack, the fact is not generally known; but those species suffer most which have the most sapwood. That rule holds, at least, among the common species met with in lumber yards. Pretty long lists have been published of funguses that produce sapstain, but doubtless many other species remain to be discovered. That which is most dreaded is the one causing the blue stain common in southern lumber yards.



Memphis Victory Complete



The Southern Hardwood Traffic Association, of Memphis, according to press advices from Washington, has won the greatest victory in its remarkable career in defeating the proposed advance of 15 per cent in hardwood rates. Congratulations are pouring in by both telegrams and letters to James E. Stark, president, and J. H. Townshend, secretary, respectively, of this organization.

The copy of the commission's decision has not yet reached Memphis but members and officials alike are sure that when it does come it will not detract in the least from the victory recorded in press dispatches. But the copy is eagerly awaited because those identified with the association are anxious to see to what extent the official text corresponds in language to that used in the arguments presented by J. V. Norman and Edgard A. Haid, attorneys for this organization. It is notable that, according to the press reports, the commission should have used word for word, to a large extent, as found in the arguments presented by these gentlemen.

All identified with the association believe that the suggestion of the commission that present tariffs be withdrawn by the railroads will be followed. However, if the carriers should refuse to act upon this suggestion and should press their contentions for higher rates, hardwood lumbermen are confident that they can convince the commission that logs, lumber and forest products are paying all the freight these commodities will bear.

A striking feature of the aftermath of the decision is the acknowledgment by traffic experts not identified with the lumber industry that the credit for the victory in the rate case, not only defeating the proposed advances in their own line but also defeating advances on other commodities, is due the Southern Hardwood Traffic Association whose experts put up the most convincing arguments and the most vigorous fight of any other organization or group of shippers appearing before the commission. The current issue of the *Traffic World*, a semi-official organ of shippers, says:

In the southern territory the lumber interests objected because they had borne advances recently. J. V. Norman put up such a fight that, in the midst of it, the southern lines abandoned the fifteen per cent proposal as to lumber and decided to ask for a specific advance of 1 cent per hundred pounds.

James E. Stark, president of the association and a large shipper, took an active part in the hearing and was elated over the tremendous victory gained. He said recently:

Our victory is far more important than the majority of the lumbermen realize at this time. I firmly believe that, if the proposed advances had been permitted to become effective, the greater portion of the mills in the Memphis district would have been forced to close down. Mr. Townshend, our secretary, and Messrs. Norman and Haid, our attorneys, worked tirelessly and unceasingly in the interests of hardwood shippers and it was due to their vigorous efforts that the advances were denied. Mr. Townshend has kept careful count of the number of cars



JAMES E. STARK, MEMPHIS, TENN.,
PRESIDENT



J. H. TOWNSHEND, MEMPHIS, TENN.,
SECRETARY



W. B. BURKE,
CHARLESTON, MISS.

of lumber held up by the car shortage and his records show that, if the advances had been allowed, they would have cost shippers \$300,000 additional on this class of delayed shipments alone.

W. B. Burke, vice-president and general manager of the Lamb Fish Lumber Company, Charleston, Miss., who, with George Land, traffic manager for the same firm, took an aggressive part in the rate contest, is also much pleased with the decision. He says:

I hope that the commission's decision will convince the carriers that rates on logs and lumber are already high enough. It is exceedingly annoying likewise very expensive for hardwood shippers to be called upon to defend their rate structure. I hope we will not soon be disturbed again by the carriers.

J. H. Townshend, who spent much time in Washington in connection with this case and who gave to it all the energy, intelligence and ability at his command, enjoys the distinction just now of being the happiest man in the South over the outcome. Here is what he has to say:

After we had put in our testimony and the carriers had put in their rebuttal, I felt confident the advances would not be allowed. Furthermore, I do not believe that there will be further advances on hardwoods until the carriers can show need of additional revenue and then such additional revenue must come from advances on other commodities first.

Mr. Townshend intimated several times before the decision was announced that the lumbermen stood an excellent chance of winning a temporary victory and also of converting this temporary defeat of the carriers into a permanent one. It would seem from his language that permanent victory in this case is already at hand.

Lumbermen are profuse in their praise of the successful fight made by the association. Here is what some of them have to say:

Fullerton-Powell Hardwood Lumber Company, a non-member, South Bend, Ind.: "Accept our heartiest congratulations on the successful outcome of the 15 per cent advance rate case. Although we have all worked hard for this result, we attribute the commission's decision to your untiring efforts and to the forceful manner

in which the interests of the lumber industry were presented to the commission by your association."

Harlan-Morris Manufacturing Company, a non-member, Jackson, Tenn.: "I want to congratulate you on the good work you have done. I believe that all the members of the different groups of the timber industry ought to take a day off to celebrate this decision."

Russe & Burgess, Inc., Memphis, through their sales manager, W. F. Gammage, says: "We, as members of the Southern Hardwood Traffic Association, wish to congratulate the association on the fight it has made in this case. We feel that it is due only to the vigorous and intelligent fight made by your association that the lumbermen have defeated this proposed advance."

The Southern Hardwood Traffic Association is young in years but old in accomplishments in behalf of the hardwood lumber industry. It is a big institution, officered by big men and backed by the strongest lumbermen in this part of the country. It is capable of handling big problems in a big way and does not mind throwing down the gauntlet to any railroad or any group of carriers, even if all of them are involved, when it feels that the interests of its members are at stake.

It has some wonderful victories to its credit but the last is the biggest and the most far reaching, saving hundreds of thousands of dollars to shippers and clearing the atmosphere in a way that probably means a long and fruitful period in which the rate structure will be undisturbed.

"Harmony conferences" have given place to open combat before the greatest railroad tribunal in the world and the lumbermen of the country have no cause for complaint that the association, realizing the inevitable conflict between carriers and shippers, has changed its tactics and fought for the protection from the carriers which the situation demanded.

All honor to the Southern Hardwood Traffic Association.



Memphis Shippers Slightly Relieved



There is a slight increase reported in the number of box cars and other equipment for the handling of outbound shipments of lumber, according to J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association. He says there is quite a notable gain in Mississippi but that there is some decrease in Arkansas at the moment, though net changes are in favor of lumber shippers. Lumbermen themselves bear testimony to the same developments.

There is no increase to report, however, in the number of flat cars for handling shipments of logs to mills at Memphis. Most of the latter are operating but they are rather poorly supplied with logs, as a rule, with the result that they are forced every now and then to suspend for two or three days at a time or even longer. Most of them are running from hand to mouth so far as their log supplies are concerned and they themselves fully appreciate the narrow margin on which they are working and are likewise keenly alive to the fact that any interruption to the present car service would be a most serious matter for them.

W. A. Waddington, general manager of the Valley Log Loading Company, throws interesting light on the car situation and on the log supply both at the mills and on the rights of way of the railroads in the following statement:

We have loaded more than 1200 cars on the Yazoo & Mississippi Valley line of the Illinois Central within the past thirty days. We have had no difficulty in securing cars and have been able to take care of all the logs offered us for loading. We have had practically no cars on the Memphis-Marianna branch of the St. Louis, Iron Mountain & Southern and there are more than 400 cars of logs awaiting loading on that particular line.

I believe that I am safe in saying that, if logging should stop in the valley, every log ready for loading could be moved within ten days. I further believe I am safe in saying that, if the car service were to be cut off as it was a short time ago, the average supply of logs at the mills in Memphis would not, on the average, keep the hardwood plants here running more than ten days at the outside.

Mr. Waddington is perhaps better informed on the general log supply situation than any other man in the Memphis territory because his firm loads for nearly all the mills, which makes it possible for him to take a general rather than an individual view of conditions.

The weather is much more favorable for logging right now than it has been in a very long while. Most of the overflow and surface waters incident thereto have disappeared and it is now possible to get into the lowlands successfully for the first time since early in the winter. The bulk of the timber lies in the lowlands, hence the importance of this development. Owners of timberlands are aware of the shortage of log supply as well as of the big demand for lumber which makes big operations at their mills imperative if the requirements of the trade are to be taken care of. They are therefore putting forth every effort possible to get somewhat ahead on log supply against the time when they may be unable to cut. There is notable complaint of log scarcity so far as the open market is concerned. Frequently owners of timberlands are able to supplement their log supply by purchasing logs in the open market but there is little chance of their doing so under present conditions for the reason that there are so few logs offering. Labor scarcity is proving something of a handicap and between the labor shortage, the car shortage and the unfavorable weather of the first six months of 1917, those millmen who have any considerable supplies of logs ahead are subjects for lively congratulation from their competitors not so fortunately placed.

It looks like they started to build wooden ships, then stopped to wrangle about it and to debate the old question of the relative merits of wood and iron. A little more building and a little less debating would be more to the point.



Inspiration at Land Meeting



The semi-annual meeting of the Southern Alluvial Land Association, held at the Hotel Chisca, Memphis, June 30, represented the most important conference ever held in this city looking to the development and colonization of the vast area comprised in the alluvial land region of the lower Mississippi valley and to the establishment of a new empire in the richest portion of the globe. The speakers were enthusiastic in their relation of the vast possibilities of the lands controlled by members of this organization and of the opportunities for successful development lying before them. But they were equally emphatic in setting forth the problems that must be solved and the obstacles that must be removed before this section can be made what, in the language of Secretary F. E. Stonebraker, "it deserves and was intended to be—the garden spot of the world."

And when, after morning and afternoon sessions, the association adjourned, the members had a far clearer conception of what they have to do than ever before. Drainage, labor, health conditions, schools, churches, road building, cattle tick, boll weevil, land clearing, experiment stations were outlined as some of the problems and processes which must be worked out if the association is to establish the new empire of which its members dream and of which its officials talk unceasingly.

"There is no place in the world where God has done more for a country and man has done less than in the Mississippi valley" and "there is no soil in the world that will yield such rich returns if cultivated intensively and intelligently and none that will yield so little if slipshod methods are employed."

These were the startling words of George W. Sheldon, formerly governor of Nebraska and now a farmer at Wayside, Miss., in the heart of the Yazoo delta, the principal speaker of the day. He has given ten years of his life to the development of lands in the delta region and his words carried conviction not only because he is a big man but because he had sufficient experience back of him to give weight to his words.

Mr. Sheldon deplored the fact that negroes were flocking to the North at the expense of the labor supply of the South but argued that no obstacle be put in the way of those desiring to leave. He urged that machinery should be introduced wherever possible and declared that "with every negro left, we will do the work two negroes did before and do it better." He thanked God that the time is coming when the people of the South will look with greater respect on the white man who does manual labor and asserted that more white labor is needed in the South and that this section will grow both more rapidly and more surely when such labor is available. Continuing he said:

"When we tell our northern friends our soil will produce all the crops that can be grown in other sections, and produce them in greater abundance, we are telling the truth. But we can't make them believe it. Why? Because they look around and see shacks of squalor where there should be fine homes; tumbled down sheds where there should be big, fine barns; poor schools and churches where there should be brick buildings; poor roads where there should be macadam highways, and they can't believe the things you tell them. They think something must be wrong.

And something is wrong. We have encouraged our negroes to spend, spend, spend, when we should have urged them to save, save, save. If we could have kept in the South all the wealth that has needlessly gone into the North, the South could have weathered the storms of 1911 and 1914 without a murmur and when the Liberty Loan was issued the South could have taken the whole without feeling it.

We have got to change our ways. We have a damnable system of agriculture that must be changed—that is changing. The one crop system in the South is doomed and in its place is coming diversification. In all the history of the South there has never been a period when land values were so stable as they have been since 1914 and diversification is the reason therefor.

For many years after I came to Mississippi, I would not invite my old friends in Nebraska to come down to this wonderful alluvial land. Why? Because they would not have been contented with conditions here. But, thank God, conditions are changing. A better day is dawning. The press has been leading the fight for diversified farming, for better schools and communities and for law and order. And the South is coming into its own.

J. H. Page, Commissioner of Agriculture for Arkansas, filled the place on the program assigned to Governor Brough, who was detained by war engagements. He congratulated the association on its wonderful foresight in substituting organized effort for individual effort in developing the alluvial lands of the South and was full of statistics regarding the productivity of Arkansas lands as well as regarding the vast area in the lowlands of that state now lying idle, approximately 4,000,000 acres out of a total of 6,000,000. In Poinsett county, he said, only 15 per cent was in cultivation while in the remaining 15 delta or lowland counties only 30 per cent was being cultivated.

He asserted that the value of farm products in Arkansas lowlands was approximately 100 per cent greater per acre than in the highly developed agricultural states of the Middle West but he emphasized the impossibility of reconciling these claims of production per acre with the prices asked for these lands. Continuing, he said:

Since you cannot reconcile these claims with the prices asked, you cannot attract settlers here by advancing such figures. Your most effective method of attracting the class of settlers you wish lies in bringing prospective farmers and land owners down here and showing them the timber growth on your lands and the crops that have been, and are being, produced. Show them that there is greater productiveness here because there is greater soil fertility, a greater range of crops and a far longer growing period. Show them that there is great opportunity not only for growing cotton but also for raising grain, forage, alfalfa and other crops, as well as for raising live stock. And above all, show them that only drainage and modern methods are necessary and you can bring the most attractive element in the country here to settle your alluvial lands.

Clearing lands is one of your big problems. Labor is hard to get and clearing lands is menial labor. Your association should therefore embark on the plan of clearing and establishing small farms, say 80-acre tracts, with half the land cleared for cultivation, and start this colonization movement. **YOU CAN'T DEPEND ON PIONEERS TO COME AND CLEAR YOUR LANDS FOR YOU. YOU MUST DO THAT YOURSELVES AND THE SOONER YOU START, THE BETTER FOR ALL CONCERNED.**

Dr. H. A. Morgan, college of agriculture, Knoxville, Tenn., declared he was keenly interested in the Southern Alluvial Land Association because the dominant note of patriotism is back of it and because it typifies the spirit of the times in merging individual into co-operative effort. It has responded nobly, he said, to the demands of the nation for increased foodstuff production and promises to be an important factor in feeding the people of the United States as well as of the allies. He thought the association had timed its efforts at land development and colonization most fortunately, in that the agriculturist has before him today the greatest opportunity in the history of the world, the opportunity of vastly increasing his own fortune and at the same time the opportunity of developing the human element which will make the United States strong where its enemy—Germany—has always been strong—in the power to feed itself.

Dr. Morgan believed that emphasis should be laid on the advantages possessed by the alluvial lands, a plentiful supply of nitrogen and lime, a long growing period, a wide range of crops and exceeding fertility of soil, but he did not believe that much progress would be made until the problems to be solved were faced manfully and energetically. He named these in the following order:

1—Scarcity of labor, which made it both necessary and desirable that these alluvial lands should be offered to prospective settlers cleared instead of in their natural state.

2—Drainage, which is greatly simplified by the co-operative work the association is carrying on but which is indissolubly connected with still another problem, that of health.

3—Malaria control, which must be learned if the future of these lands is to be what you gentlemen intend that it shall be. There are simple expedients, he said, which can be learned without difficulty but he urged that they must be learned because the prospective settler is interested in health first and in soil fertility second.

4—Boll weevil, which have already greatly reduced the productiveness of cotton in the lower part of the Mississippi valley but which have proven something of a blessing in disguise in that they have led to crop diversification over important areas of these alluvial lands. He pointed out that cotton is the international crop and that it is a prime necessity and suggested that it would probably be wise for those owning lands in the northern half of the alluvial land region to continue, at least for the next few years, to raise cotton on a large scale.

5—Cattle tick, which must be eradicated before live stock raising can make much headway. He urged that fencing be done and that the owners of alluvial lands confer with the state and national authorities regarding the best methods of tick eradication. He urged cattle raising as a means of providing human food but he also advocated it as a means of maintaining soil fertility.

6—Experiment stations which are necessary in determining adaptability of crops. Dr. Morgan did not regard it as feasible that there should be contiguous experiment stations because of the vast area to be covered but he suggested that the members of the association take up with the state and national authorities the placing of men in the delta region to make tests which shall be available to every man who is engaged in cultivating these lands. These tests, he said, would not only show the prospective farmer what could be raised but would put courage in his breast and thus greatly facilitate the work of land development.

L. L. Hidinger, vice-president of the Morgan Engineering Companies, Memphis, declared that drainage was the first step in the development of these alluvial lands and that it had to be done before other improvements could be made. He said the cost would be pretty full, greater in proportion than seemed reasonable, but that the increased productiveness of the soil and the other advantages that would follow gave it greater importance than the proportional cost suggested. He told of the drainage plans that were being worked out in the upper St. Francis basin and gave a general outline of what would be necessary to provide adequate drainage facilities in the alluvial land regions. He is a drainage expert and his paper was closely followed. What appealed most, however, to members of the association was the fact that drainage is possible and that the benefits following it are so great that cost is soon absorbed by increased productiveness and increased land value, in many instances in as short a period as two years. He gave figures showing that lands in the upper St. Francis basin, selling only a few years ago in their undrained state for a few dollars per acre, are selling today, as drained, at from \$100 to \$150 per acre. He also quoted government statistics showing that in a single delta county, Bolivar, drainage has increased the value of cleared land 66 per cent, of uncleared land 69 per cent and the rental value of cleared land by 56 per cent. He asserted that the lands in the alluvial land region were richer than the soil in the Middle West corn belt and that, whereas the former were selling at \$50 to \$100 per acre, they were commanding rent returns of \$8 to \$12 per acre while the latter, worth from \$200 to \$300 per acre, commanded rent values of only \$6 to \$8 per acre. He believed that the delta lands of the Mississippi were as rich as those in any other delta country in the world and that the time would come, with proper drainage and other improvements, when they would be worth from \$300 to \$500 per acre.

Prof. Turner Wright, marketing and live stock expert, State College of Louisiana, urged removal of the cattle tick, enforcement of more adequate and more just live stock laws and the betterment of marketing conditions and facilities. He declared that the association should get squarely behind the movement for the introduction of pure-bred cattle and for making conditions both safe and profitable for the investor. He recounted a sheep raising experiment in Louisiana which had resulted in the cleaning up of the brush and undergrowth on cut over lands and the ultimate sale of the sheep at 30 cents per pound on the St. Louis market. He also declared that more than 3,000 head of pure-bred cattle had been introduced into four parishes in Louisiana during the past two years, with exceedingly profitable results.

Dr. J. C. Robert, Mississippi A. & M. College, Starkville, Miss.,

said, as giving some idea of the possibilities for land development in the alluvial regions of the South, that there are 800,000 acres of these lands in Tennessee that would be available for profitable cultivation if reclaimed from inundation, 5,670,000 in Arkansas, 6,173,000 in Mississippi and 9,600,000 in Louisiana. He further declared that, if the government is justified in spending millions of dollars irrigating desert lands in the West, it would certainly be justified in spending millions of dollars in reclaiming the fertile lands of the lower Mississippi valley from overflow.

The meeting was called to order by John W. McClure, president of the association, who delivered an address of welcome, who reviewed the accomplishments of the association during the past six months and who gave a brief outline of the work it is undertaking. He thought the most favorable happening since the association was formally launched was the passage of the flood control bill which, in his opinion "has removed the last barrier to the rapid development of these rich natural resources," since "it is a practical insurance against floods along the lower Mississippi and removes the element of fear which has prevented the progressive farmers from the higher lands from moving to these alluvial lands—now become the farmers' paradise." He showed that conditions were rapidly changing and that surface drainage, pure artesian water and a better knowledge of sanitation, resulting in screened houses and better living conditions, had made this section as healthy as any in the county and declared that "Nowhere do you find healthier people, more rapid improvement in the smaller town, or more rapid increase in bank deposits or more general improvements indicating the growing wealth and prosperity of the people."

He thought the entrance of the United States into the world wide war and the necessity of increased food stuff production for the people of this country and of the allies would turn the attention of farmers in other parts of the country to the rich alluvial regions of the Mississippi valley and thus greatly stimulate their development. He declared that there were no other lands obtainable at such a price capable of paying for themselves with one year's production and intimated that the time was close at hand when the price would so advance that even the productivity of the soil could not compass the cost of these properties in a single year.

The principal objects of the association, which does not deal in lands and which does not operate for profit, are set forth as follows by Mr. McClure:

1. To advertise the alluvial lands bordering the Southern Mississippi river;
2. To place upon these lands desirable farmers and settlers;
3. To co-operate in every proper way with these settlers in solving their financial, agricultural and business problems;
4. To co-operate in every proper way with other organizations and other forces which are working to build up communities and improve conditions in this territory; and
5. To furnish such information to members as will assist them in settling and developing their lands.

The report of Secretary F. E. Stonebraker showed that there was a total membership of 37, including two received at this meeting, compared with a charter enrollment in January of 17, an increase of more than 100 per cent.

Mr. Stonebraker reviewed at length the farming and live stock raising progress and said that the amount of this was surprising but that it only indicated that the owners were beginning to wake up to the possibilities of their lands. He told of what the association was doing for its members and what it proposed to do and handed a bouquet to the lumber trade papers for the stimulus which had been afforded to demand through the publicity which they had contributed.

An impressive feature of this report was that the greater portion of the land transactions were among farmers of the South who knew the possibilities of these alluvial lands and who had confidence in their future.

Secretary Stonebraker declared that the association was seeking permanent settlers and he gave the following clear-cut reasons for this course:

1. They insure payment for the land they contract to buy

(Continued on page 33)

FIGURED GUM



Our
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY

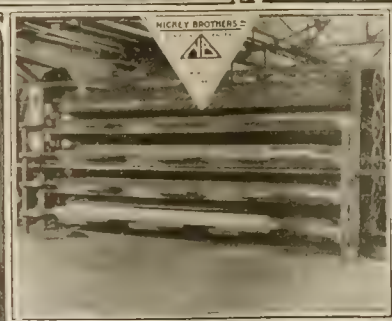


Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dryer



NICKEY BROTHERS INC
MEMPHIS

Machinery and Hand Labor

Address by W. B. Axford Before the Meeting of the National Veneer and Panel Association, Chicago, June 12.

SO FAR as I know, there is not an engineering concern in the country making a specialty of veneer mill construction and equipment. Perhaps the reason for this is that such a concern would die of starvation. You think, and you are right, that you know more about the veneer business than any engineer who perhaps has never been inside a veneer mill. And yet I will venture to say that if a competent engineer were to spend a day in your mill, he could show you a way, with a small expenditure, to save at least one man. I have never yet been in a mill where I could not learn something, nor have I ever been in a mill where I could not suggest some improvement. And I think this is true of any one present.

There is not a man among you who would build another mill exactly the same as the mill you now operate.

If I happen to mention some mechanical methods and improvements that you are perfectly familiar with, please remember that the other fellow may not be. I happened in a mill a short time ago in time to help the concern out of what was proving to be a serious difficulty. The Proctor dryer was not working properly. It would not dry the stock as quickly as it had for the past two years. The output was only half or a third of what it should be. It had been running this way for a week and no one could locate the trouble. I looked on top of the machine and suggested that if they send some one up there to cross the belt on the exhaust fan they might get better results. The fan was running backwards. The Sunday before some one had been told to take out a piece from the belt because it was running slack. It had been running with a crossed belt. When he took out the piece and put the belt back he forgot to cross it. No one in the plant had been able to locate the trouble for a week. I tell this to illustrate the extent of the mechanical ability in some veneer mills.

The Log Yard

In many plants there is more chance for a saving by a rearrangement of the present equipment than by any added machinery. In some I find the equipment too elaborate for the work to be done. It takes more labor to handle the equipment than it would to do the work without it.

In the gum mills there are but few places where a derrick and hoisting engine are not absolutely essential. This is about the only practical way to unload logs from a high side car, and an effort is usually made to have this equipment do all the work possible and handle the logs at the drag saw and the vats. Frequently in order to do this the derrick is too large for quick work; a log carriage is necessary, requiring extra labor, and the drag-saw must

be in a place where it is not at all convenient. There seems to be a tendency, in veneer mills, to overlook the advantages of a log-haul and to neglect to take advantage of gravity. Many seem to think that the log carriage, which must be returned for each log, probably to some distant point, is a necessity. In many instances this could be replaced with a log-haul and a man or two saved. The haul rig should be in two parts, so that the part under the saw can be jiggled back and forth. This is easily done with a double clutch. With the first section of the haul-rig the logs can be easily elevated to any reasonable height so that the drag-saw can be set a little above the level of the vats and the roll into the vats has sufficient pitch to make it easy. The same is true from the vats to the mill floors and a short log-haul from the vats into the lathes is often convenient.

The use of a steam or air hoist for lifting the logs from the vats and delivering them to the lathes is probably the quickest method and requires the least labor. If air is used, hoists can very often be used to an advantage in other parts of the mill, particularly in a panel plant, and where it is necessary to lift crates into a car.

So far as I know no one has ever perfected a rossing or barking machine that could be used to advantage in veneer mills, except for small bolts, such as tooth-pick blocks.

Cut-off Saws

I believe that it is only a question of time when every drag-saw will be replaced by the band cut-off saw. This rig has been greatly improved and is a highly efficient and satisfactory machine. It is a great time saver. A 16-inch birch log can be cut through in eleven seconds. The machine requires no foundation or strong fastening; it can be bolted to the floor, or may be used in the woods on a boat or skids. It can be driven with about one-third of the power required for other machines. It does more and better work with less waste. The log does not need dogging or holding while being cut. The machine is perfectly balanced and can be handled easily without friction or other hoist. The only objection I have ever found to it, is that it is necessary to have a man about the mill who can properly file, braze and hammer a band saw.

If you have up-to-date lathes these have been developed so that a minimum of labor is required to operate them. The main bearings are bored in solid metal, with fiber linings so that they will not run dry and cut out, the feather inserted at the point nearest the chuck so that all chatter or quiver in the spindle is done away with. The power dogging device is one whereby a log is dogged quickly in one operation, without using a trig or hook

on a hand wheel. The heavy cone friction for running the knife bar back and forth is powerful enough to pull the knife out of the heaviest cut immediately. The double clutch pulleys give two speeds. The quick changing of gears provides for different thickness of stock. All of these improvements tend to keep the knife in the cut the greater part of the time and the lathe turning.

Veneer Conveyor

There is a chance for development in the methods used for handling the sheet from the lathe through the slipper.

I believe that some one will sooner or later develop a variable speed conveyor to take the veneer at exactly the speed that it comes from the lathe, and deliver it under an electrically operated clipper, the man at the clipper, pressing a button as the stock comes under the machine at the place where it is to be cut. This would not be such a difficult thing to work out for one width stock but where the stock is spurred into two or more widths it would be somewhat difficult. However, it is worth thinking about, and it might cut the lathe crew down somewhat, and save stock.

In few mills has any effort been made to develop a conveyor system and about the only thing of this kind in sight in the average mill is the clipper table and possibly a blower system to handle sawdust and shavings or a short conveyor from the hog to the boiler room.

Handling the Cores

The cores from the lathes are handled in a very crude manner in many mills. It is frequently necessary to locate the short log mill for sawing the cores into crated stock at a point where it is not possible to get the cores to it without much hand labor. If the mill floor is not on the ground it is often a simple problem to drop the cores through a hole in the floor back of the lathe and into a conveyor which will deliver them where they are wanted. If the lathes are located so this cannot be done they may be elevated in a conveyor and carried overhead. This conveyor is simply a light log-haul. I recently pointed out to one mill manager how he could save two men by handling his cores in this way and changing the location of his short log mill, at a total expenditure of about three hundred dollars.

The average veneer mill is equipped with a few factory trucks, but not nearly enough to handle the stock properly, and as a result the stock after it comes from the clipper has to be moved from floor to truck and from truck to floor several times before it reaches the warehouse or car. This is all extra labor and the breakage in handling is no small item.

I see no reason why a single sheet or panel should ever touch the floor until it lands in the car or warehouse.

With the old style factory truck there might have been some excuse for this. Such a large number of trucks were required, and the cost was considerable. Also these trucks required considerable floor space when not in use.

With the present system of portable platforms, only

a very few trucks are required, at most one or two in each room, to move the platforms. The platforms may be of any convenient size, can be made very cheaply and when not in use require little room, for they may be stacked up to the ceiling, each one requiring about eight inches in height. The veneers may be placed on these platforms at the clipper and delivered to the dryer. When dried they may be placed on a platform and go to the glue room, warehouse or car. If they are for immediate shipment a crate may be in waiting at the end of the dryer and as the veneers come from the machine the crate, which is also on a truck platform, may be filled and delivered to the car.

Mechanical Dryer

Probably the greatest labor saving machine in a veneer mill is the mechanical dryer. The cost of this machine is considerable; it is about equal to the rest of the cutting room equipment. For this reason and because it is possible to operate without one, some concerns hesitate about adding this machine to their equipment. Some of you seem to think the price of this machine is excessive, that the manufacturers are making more than a fair profit. I can assure you that this is not the case. The manufacturers of these machines sell them at the usual profit of a machinery plant—usually 10 to 15 per cent. How many of you would be satisfied with a profit of 10 to 15 per cent on veneers or panels?

Some hesitate because they are not satisfied that a mechanical dryer will dry their stock satisfactorily. Can you dry it better in any other way? Can you dry it as cheaply or as quickly in any other way? How many customers have you that are not satisfied with machine-dried stock, and will they pay you a premium on stock that has been dried in some other way and at a greater cost to you? Does your drying cost compete with that of the concerns using the machines? The mechanical dryer saves labor, material and time.

About a year ago I went over the drying proposition with the owner of a mill and pointed out to him where he could save \$6,000 per year with a mechanical dryer in labor alone. There was no question about the saving. He knew the machine and knew what it would do. He agreed that my estimate of the saving was correct. He expected to buy a dryer for about \$8,000, of a size that would handle his output. He found that the machine would cost about \$12,000 and concluded to wait a while before placing his order. That was a year ago. He is still waiting. In the meantime he has paid half the cost of the machine at that time for labor which he might have saved.

I was in a slicing plant recently. The yard was filled with logs and the books were filled with orders. They quit cutting at two o'clock in the afternoon because the drying racks were filled at that time. To build more racks would require an extra building. It was a problem to find work for the cutting room crew after two o'clock to put in the balance of the day. It was simply a waste



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

J. RAYNER CO.
INCORPORATED
VENEERED PANELS
ALL WOODS
SEND FOR STOCK LIST
MAHOGANY LUMBER
CANNOLL AVE. AND SHELDON ST.
CHICAGO

"EASIMOOV"

The Veneer Tape that is "Up to the Second" can be removed instantly after having served its purpose, without being sanded. Saves time and expense.

Write for sample coils

IDEAL COATED PAPER CO.
The Veneer Tape Specialists
MAIN OFFICE AND MILLS, BROOKFIELD, MASS.

THERE'S A REASON

The Quartered Oak Specialists whose reputation and financial worth is your guarantee of satisfaction in quality and service.

"He profits most who serves best"

Chippendale Veneer Co.
VENEERS
CHIPPENDALE

of labor and the capacity of the plant was cut down about 30 per cent. I have drawn several contracts for this concern. Each time they have almost decided to part with the price of a machine, but each time they have been afraid that good business might not continue or that a submarine might blow up the plant, or they have made some excuse to themselves for not putting in the machine that they know they should have and that would soon pay for itself.

If your output is largely thick stock you are probably using a lumber kiln or tunnel of some kind; piling the stock on trucks, with piling strips between the sheets.

Labor-saving Devices

There are several labor-saving devices which may be employed at this point. The grooved racks, either vertical or horizontal, not only save labor but they retard the drying on the end of the sheet and prevent checking and compel the stock to dry more evenly and more nearly flat. The sheets can be slid into the grooves much more quickly than parting strips can be laid at the ends of the sheets.

If the sheets are more than 12 or 16 inches on the grain, of course you will need one or more parting strips along the sheet. If two uprights are placed at the back of the truck where the parting strips come, or a channel may be used for this purpose, so that the back end of the strips drop into the channel or between the uprights, the strips may be laid more quickly, and are sure to come in line at the back. After the pile is made the strips may be knocked in line at the front.

In breaking down the pile the line of parting strips may be drawn very quickly if a nail is driven in each strip at right angles to the strip and parallel to the run of the sheets, so that an upright may be hooked behind this row of nails and the entire row of strips drawn out. With small stock the entire pile of veneers may be drawn at once from the grooves by pushing them out from the back.

The Glue Room

Whether you use vegetable glue, animal glue, casein, silicate, or a glue of your own make, your mixers, rolls and the laying up of your panels require about the same labor. Your press, retainers, etc., require a certain number of men to operate them and it would probably be difficult to do away with any of these men. Your saving here must be by an equipment that will increase your output with the crew that you already have.

I have had considerable experience with curved work and I know that any great saving in this must be worked out in each mill and cannot be worked out in a general way.

I have also manufactured much flat stock, particularly three-ply box stock. This is the cheapest product in the form of panels and the aim is for quantity rather than quality, and every effort is made to get the greatest possible quantity of stock through the glue room with the ordinary crew.

My experience has been that this can be done with a

One of America's Best Black Walnut Trees
*GROWN IN CENTRAL ILLINOIS
AND PURCHASED RECENTLY BY*
Pickrel Walnut Company of St. Louis, Mo.



It clearly demonstrates the effort to obtain the best grade of Walnut for our customers
19 foot butt log and about 40 inch diameter at top end with excellent figured stump

Let us show you in the near future how it will look laid on the ground

FIGURED RED GUM FINISH

We believe with one of our best customers, whose line prominently features Figured Red Gum, that the preferred finish for this rich, characteristically American, brown wood is a natural finish, calculated to bring out the full beauty of the wood and not cover it up with heavy discolored stains.

We have for free distribution, colored illustrations of Figured Red Gum furniture showing natural finish. Eventually you will use it. Why not become better acquainted now?

THE LOUISVILLE VENEER MILLS

Member

Gum Lumber Manufacturers Association

LOUISVILLE, KENTUCKY

hydraulic press and accumulator. The accumulator may be placed in the engine room along with the pump, where it may be looked after by the engineer. When it is released it acts immediately and saves the time required for a pump to elevate the press bed.

The ways of laying up and bolting up the stock are many. For fast work and a minimum of labor I prefer the press bed set flush with the floor, openings at the sides of the press and the openings set in line with the rolls as nearly as possible and as close to it as will be convenient.

The stock is laid up on one of the portable platforms, built with legs or blocks under the corners instead of the rail of 2- by 6-inch that is generally used on edge under the platforms. If the stock is of uniform size or within a certain range the platform may be used as the bottom caul, and the bottom retainers laid in place on the press bed before the platform is hauled into the press. If the stock varies greatly in size, the proper sized retainers and cauls may be placed in position on top of the platform. In either case the truck is used to haul the platform into the press so that two of the legs rest on the floor on each side of the press. The distance between the legs fore and aft of the platform is of course a little greater than the width of the press bed, so that the legs straddle it. The top retainers are put in place and when the power is applied the platform and all that is on it rises with the press bed, the pile is bolted up, the press released and the truck hauls the platform with the stock on it to where it can remain until time to be broken down. When the stock is to be broken down, the platform is hauled to place at the equalizing saw, after the top caul and retainers have been removed.

Equalizing Saws

The panels are sawed both ways on this machine which has three saws on the mandril, two of which are on collars which may be removed along the mandrill, in order to get both length and width of the panel, the middle saw making a cut for each dimension.

I have tried many kinds of retainers and have found the simplest to be the best. I use a rod with a head and cast washer on the bottom end and 12 inches of thread with a washer and the thumbnut on the other end.

The horizontals are made of two pieces of channel iron bolted or riveted together back to back with a washer between of a thickness a little greater than the diameter of the rod. The bolts or rivets are nine inches or a foot from the ends so that the backs of the two channels form a slot for the rods. With these simple rods I have used the 6 by 6-inch birch and maple blocks with the end slots sawed in them for the horizontals with good success. In breaking down with this arrangement the rods may be knocked out. I have found that the turnbuckle rods, wedge rods, etc., give more or less trouble in different ways. However, many of them are in use and appear to give satisfaction.

Of the drying of the panels after they are glued and either before or after they are sized the same is true as

of your single-ply stock. The quickest method and the cheapest is in a conveyor dryer. I have taken a basswood log from the water in the morning, cut it into veneer, dried it in the machine, glued it, sized the panels, dried them in the machine, crated and shipped them by express on a three o'clock train. It can be done in any mill that is properly equipped.

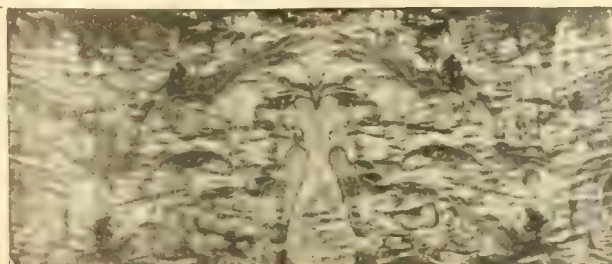
The Waste Problem

There are not many kinds of manufacturing plants in which the matter of keeping the mill clean is of such importance as in a veneer and panel plant. The stock is a great fire risk at best, and the insurance inspector is very quick to call your attention to the fact that your mill is not clean. In some mills where this matter is attended to closely the cost of the labor used for this purpose is considerable. The carrier system for waste has been overlooked in most mills. I do not know just why this is so because it is a simple matter to handle all the waste from the various machines in this way. If there is sufficient room under the mill floor for a carrier system, the proposition is a little more simple than if it has to be elevated. There seems to be an opinion among veneer men that veneer scrap cannot be handled easily in a carrier. Time will not permit me to go into the matter of carrier construction so I will merely suggest that if you see a need in your mill or if you have a cleaning up item on your payroll, that you take the matter up with some concern and ask them to send an engineer to your mill to see what he can suggest. Get a blower system man also. Much of the waste can be handled in that way, such as sawdust, shavings and the product from your hog.

The hog is a machine that cannot help but save labor in your fire room and elsewhere, to say nothing of the other advantages of grinding your fuel.

In closing, I would like to suggest that much can be learned by an occasional visit to another mill. You can educate and be educated. The time has gone by when you would not allow a competitor inside of your mill, for fear he might see the way you performed some particular operation. The air of mystery that used to prevail about a veneer mill has disappeared, and you are willing and anxious to discuss your methods with others. You no longer think as some of the old-timers did, that you are the only one that knows the veneer business. An old preceptor of mine used to say: "Always assume that the other fellow knows as much about the subject as you do until he has proven differently. If you find he does not know as much as you, you have the advantage. If he knows more you have not given yourself away and are in a position to learn something."

If a boiler does not steam satisfactorily, perhaps the trouble lies in the position and condition of the bridgewall. It may be too high or too low, too near the front or too near the back. See that scale has not formed and coated the bottom of the boiler. Keep the flues well cleaned. See that the draft is all right. But don't experiment with low water. Try different ways of firing.



Made in St. Louis by

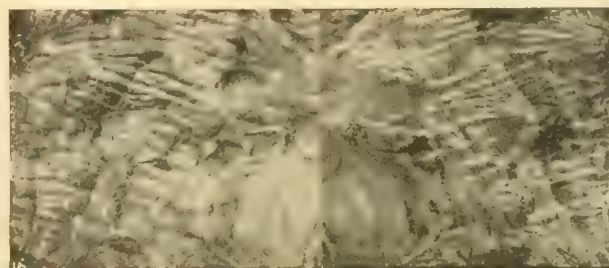
St. Louis Basket and Box Co.

WE MANUFACTURE

a complete line of Built-up Stock in most any size or thickness, including Walnut, Mahogany, Quartered and Plain Oak, Ash, Gum, Plain or Figured Birch, Yellow Pine, Sycamore, Cottonwood, etc.

ESTABLISHED 1880

WRITE FOR COMPLETE PRICE LIST



PERKINS GLUE COMPANY

SOLE MANUFACTURERS
AND SELLING AGENTS

PERKINS

Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

**805 J. M. S. BUILDING
SOUTH BEND, INDIANA**

MAHOGANY

We have in our yard in San Francisco
ready for IMMEDIATE shipment
the following

Guatemalan Hard Mahogany Lumber

FIRSTS AND SECONDS

160,000'...4/4	4,000'...10/4
13,000'...6/4	8,000'...12/4
6,000'...8/4	2,000'...16/4

NO. 1 AND 2 COMMON

50,000'..... 4/4 to 8/4

Write us for prices

We also have:

Genezero—80,000'.....4/4 to 8/4

Hawaiian Koa—25,000'.....4/4

FIRSTS AND SECONDS

WHITE BROTHERS

5th & Brannan Sts. San Francisco

Cincinnati Veneer Company Fire

Origin of a fire which caused \$50,000 damage at the Cincinnati Veneer Company's plant, West Sixth and Front streets, Cincinnati, recently, is unascertained. The fire started in a yard which is adjacent to the saw and planing mill. Here the damage was the heaviest.

George Unnewehr, president of the company, said the damage to machinery would be heavier than to material and buildings. Thousands of feet of lumber left the plant last week. All the damage is covered by insurance.

Fire Chief Houston attributes the flames to spontaneous combustion. The lumber used at the plant is thin as tissue paper, and offered excellent fuel for the flames.

Is Panel Making Too Much Standardized?

It was suggested the other day by an advertising expert who also knows woodworking pretty well, that the manufacturers of furniture and similar articles were passing up one of the biggest merchandising possibilities—the chance for a real talking point—in not working out some plan of veneered panel manufacture that would meet the test of service and yet have the added quality of being different. In the essentials all panels are made the same and the finished product is divided into two classes—those which stay put and those which do not. But the panel maker can see no basic fault with his type of panel if it fails to stand up. He sees (sometimes) the immediate cause, whereas if he created a new style of glue joint or other feature that he knew would hold he not only would have a good panel but one with a talking point that would put him miles ahead of his competitors.

Of course our advertising man's suggestion was only a suggestion—he didn't offer any advice as to how to make the panel changes. But if the idea could be applied it would undoubtedly help in broadening the use of veneered wood and in overcoming the prejudice against that kind of article.

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

Organize Illinois Walnut Lumber Company

W. L. Fletcher of East St. Louis, who has been living in Kansas City, has returned to his old home and has organized the Illinois Walnut Lumber Company with his son, H. L. Fletcher, and Chas. S. Smith. The company has purchased the plant of the East St. Louis Walnut Lumber Company, but not the stock. Mr. Fletcher and Mr. Smith were connected with the latter company for many years and during that time the plant turned out many thousands of gunstocks for the United States army and nearly all the armies of Europe. A few months before the starting of the present war, Mr. Fletcher went to Europe on a summons by cable and it is said, that as a result of that trip, his company received a large order from the German government. The company was already supplying the English and other armies.

Mr. Smith says that the new company did not expect to make gunstocks, but would supply walnut lumber for a general line of manufactures.

Cut-offs From Oak Fitches

One of the common problems of the millman who makes oak fitches for veneer is what to do with the cut-offs, the ends and short sections cut off here and there to take out a defect and clear a fitch. These vary in width from 6 or 8 inches to 16 and in length from 2 feet to 6.

They are good quartered stock aside from whatever defects causes the cutting off, and they contain too much good material to go to waste. The problem is what to cut them into and how to work them to realize the most for them.

Dimension stock offers one general line, and by dimension stock is meant anything from small squares for chair rungs up to heavier dimensions for wagon stock. Of course the short length limits the possibilities for conversion into dimension stock, but generally something worth while in this line can be made with nothing more in the way of additional equipment than a rip saw and a crosscut.

An idea that persistently suggests itself in connection with these shorts is that of converting them into tight barrel heading. Good tight barrel heading must be made quartering and it ranges in length from 18 inches to 3 feet and in thickness from 7/8 to 2 inches, being mostly 1 and 1 1/8 inches. Indications are we will have a fairly good market for barrel heading and this line of work should offer some possibilities.

To cut heading would call for a heading saw and it is doubtful if in any one mill will have enough shorts from veneer fitches to justify a heading saw. With such a saw, however, there is an opportunity to work up short pieces of logs not only in oak but in other timber such as gum and poplar and make heading or box shooks out of them. To put in a heading saw just to cut the shorts from the fitches would not be justified, but if one can develop enough other business to employ such a rig steadily this should be one good solution of the problem.

It is recognized as beneficial for the country sawmill man to make occasional visits to see where and how his product is used. It is a good educational idea that is carried out to some extent, but not enough. There are, for example, many kicks on lumber that might be avoided considerably if the millman or the planer foreman could spend more time around the yards where his stock is sold at retail, or in the buildings where the carpenters are using it.

The planing mill furniture factory or other woodworking plant that is now well stocked up on lumber has cause for congratulation, for prices are advancing right along, especially on southern pine, and there is a general feeling that they will never go so low again as they have been the past summer.

Every saw table should be made to adjust to height, preferably to raise at both ends, so as to be always level, but to raise at one end, anyway. When raising at both ends the work is always up level and square with the operator. It is not only unpleasant, but hard and inconvenient for a sawyer to reach up to do some little bit of work which must be done with a small cut and on top of the saw.

(Continued from page 23)

2. Permanent farmers raise the value of the farms they purchase and enhance the value of the lands adjoining.

3. They bring their relatives and friends by talk or correspondence, if satisfied settlers.

4. They facilitate the building of churches, schools and good roads because they demand these essentials.

5. They develop the community spirit which is so necessary to permanent success.

Secretary Stonebraker said in conclusion that the association, realizing the need of settlers, was going after farmers in every part of the country and that it did not propose to cease its efforts until it had brought in enough settlers "to assist in making our alluvial

lands what they deserve and were intended to be—the garden spot of the world."

The attendance at this meeting was quite encouraging but little business was transacted. In fact, the only action taken was the adoption of resolutions memorializing the Mississippi legislature to provide a permanent endowment for the experiment station at Stoneville, Miss., and the endorsement of the candidacy of Dr. Tait Butler, editor of the *Progressive Farmer*, Memphis, as Assistant Secretary of Agriculture of the United States. Members were requested to write their senators and representatives in his behalf in order that the delta section and the South may have a representative in the agricultural department at Washington.

Knees for Ships

The wooden ships now in course of construction for the government call for about 300 knees each. These are crooked pieces of timber, so named because of their shape, and they are used as braces to give extra strength to the ship's frame. Some knees are hewed from the junction of trunks with large branches, others from junction of roots and trunks. The southern live oak was formerly much used as knees for large ships, and it may come into use again. Those knees are formed by branch and trunk. For smaller vessels the root of the northern tamarack tree has long been in demand. This knee is formed by a crook in the root itself. The crook is a natural form due to the soil in which the tree grows. The favorite habitat of tamarack is the silted-up bed of a former lake, or the "made land" above an old beaver dam. Such soil is loose down a couple of feet, where it rests on a stratum of hard clay or rock. The tamarack's root descends perpendicularly to the hard stratum, and not being able to go down further, it turns at right angles and thus forms the natural crook which, when properly hewed, serves admirably as a ship knee. Tamarack is a very strong wood and that adds much to the value of the root in shipbuilding.

Taking Stock of Black Locust

Acting under military orders, a census or inventory is being made of the black locust timber in West Virginia. The work is in charge of C. R. Andrews, of the United States engineers, and timber owners in that state have been asked to help collect information of the amount and location of locust timber. This material is wanted for tree nails in building the wooden ships. From 20,000 to 40,000 wooden pins are needed for each ship, the pins being from 24 to 40 inches long. The total number will run far into the millions and they will constitute a heavy drain on locust timber, which is not abundant.

This species' highest development is in West Virginia. It grows naturally in the surrounding states, and by planting in many other states; but only in a few localities can the locust trees be depended upon to attain large size and good form. Outside of its natural range it falls a victim to the locust borer, an insect that literally devours trunks and branches. But in the mountains of West Virginia the insect is less destructive, and in some of those regions is unknown, and from there will come the timber for the tree nails which the ship builders must have.

The locust trees in some of the rich mountain coves in West Virginia attain diameters of three feet and heights of eighty feet. However, that size is unusual, even there; but in most regions where the borer gets in its work, a good locust trunk a foot in diameter is unusual.

Immense quantities of locust tree nails were taken out of West Virginia in the period following the Civil war. It was an important industry there for a while, and many of the largest trees were cut then. The fifty years which have elapsed since has been time sufficient for much growth; but the farmers have cut a great deal of this valuable wood for fence posts, and vehicle manufacturers have bought it for buggy hubs, with the result that the tree-nail cutters must now scout far and wide to get the needed supplies.

Locust is wanted because it is extremely strong, very hard, and it is as durable as any wood that grows in the United States. Honey locust, though very hard, strong, and durable, does not measure up to black

locust in any essential respect. These two species belong to the same family—the pea family—but are quite distinct. Black locust is *Robinia pseudacacia*, and honey locust is *Gleditsia triacanthos*. It is from the bloom of black locust that bees make poisonous honey, and the inner bark is poisonous to horses that gnaw it. The British claimed that the smashing victories won by American frigates in the war of 1812 were due to the black locust timbers in the ships—the stanchions and braces which stood like steel under the impact of cannon balls. Let it be hoped that the black locust from the West Virginia mountains will contribute so greatly to the strength and efficiency of our ships in this war that success and victory will crown the efforts of our vessels that put out to sea.

The Farm Woodlot

The Forest Service has published bulletin 481 dealing with the woodlots on farms as a present and prospective source of lumber, fuel, and other forest products. The bulletin was prepared from data secured by E. H. Frothingham during a thorough investigation of the subject in the territory including the eastern half of the United States and extending as far west as Minnesota, Iowa, Missouri, Arkansas, and Louisiana.

Woodlots vary in size from 5 to 180 acres, the smaller being in the eastern states, the larger in the Mississippi valley, the average size per farm in 1910 being 29 acres.

The total income in 1909 from woodlots in the area under consideration was \$170,000,000. In that year the area in woodlots was 145,000,000 acres.

It is calculated that these woodlots now contain saw timber totaling 174,000,000,000 board feet and fuel equal to 1,100,000,000 cords.

Most woodlots are remnants of the original forests which were left when the rest of the farms were cleared. These remaining wooded tracts were once much more extensive than now. Areas have been constantly diminishing through clearing new fields. The total area in woodlots in 1910 was 85 per cent of what it was in 1880, showing a yearly rate of decrease of one-half of one per cent. The area of woodlots amounts to 29 per cent of the whole farm area.

The quality of timber in woodlots is scarcely equal to that in general forests because a process of culling choice trees from the lot is common and much damage results from grazing farm stock which is often permitted to range there. Still, about one-sixth of the standing timber of the area under consideration is in woodlots and five-sixths in general forest.

The increased production from woodlots, that is, the amount taken off and used on the farm or otherwise disposed of, increased 90 per cent during the thirty years from 1880 to 1910. This product was made up of lumber, poles, posts, bark, pulpwood and fuel.

Mr. Frothingham believes that the area in woodlots will continue to decrease as more land is cleared for cultivation, but it should not be expected that the process will continue indefinitely, for the farm-grown wood has an important place to fill in this country's industries. The value of the products will increase until the returns will constitute a considerable part of the farm's income. It is assumed that the average size of the permanent woodlot may be about ten acres, and that the total cut of wood of all kinds will be equivalent to nearly 25,000,000 cords a year.



Cordwood As Fuel



The government has published figures showing the consumption of wood as fuel on farms in the United States. This is probably the best estimate ever made along this line, but it claims to be no more than an estimate. It is based on carefully prepared data. From the nature of the case, it would not be practicable to take an actual census of the wood used as fuel on farms. Families in rural districts, where much of the wood is burned, do not measure or keep an account of what they consume, particularly when it is cut on their own land and costs no money.

The estimate was made by selecting a large number of families, scattered through eight states, fairly representative of the whole country. Each family kept an accurate account of the wood burned for domestic purposes in course of a year. By that means an average was obtained of the consumption of wood for each person. It was found to be two and four-tenths cords per capita in the families listed. The states included were Vermont, New York, Pennsylvania, Ohio, Wisconsin, Iowa, North Carolina, and Georgia.

An effort was made to secure average families under average conditions. Coal was used for fuel as well as wood, and more than half the fuel was coal.

The highest consumption of wood as fuel per person is in Georgia, where each individual requires 3.3 cords, but the largest bill for cordwood fuel, per person, is in New York, \$13.70 a year. The lowest pro rata consumption is in Wisconsin, where each person uses 1.1 cords. The cheapest wood is in Pennsylvania, where it costs slightly over three dollars a cord. The highest average cost is in Iowa at over five dollars a cord.

There seem to be some inconsistencies in the figures. For instance, why should a family in the mild climate of Georgia burn more wood than a family of equal size in the cold climate of Iowa or Pennsylvania? No explanation is given, but doubtless a reason would be found in the warmer houses, better furnaces, and more careful economy in the cold northern states. The open fireplace is still rather common in the South, and it consumes wood by wholesale, sending most of the heat up the chimney.

Farmers depend almost wholly upon their own land for their fuel. More than ninety-six per cent of it is cut on the premises and the remainder is purchased, as shown by the statistics collected.

There are 30,000,000 persons living on farms in the United States. If the average is correct which shows that they consume 2.4 cords of wood each as fuel yearly, it means the consumption of 72,000,000 cords, which, at the estimate of 600 board feet per cord, is equivalent to 43,200,000,000 board feet a year.

That exceeds the total lumber cut in the whole United States. Add to this the wood burned as fuel in towns and cities and in industrial plants, and doubtless the total would be more than doubled.

It has been customary to think of the cut of lumber as by far the greatest of the demands upon the forests; but it appears that fuel exceeds lumber two to one. That fact will come as a surprise to most people for the reason that cordwood is much less in evidence than lumber. Trainloads of it are not so often seen in transit, because it is not generally shipped far. Very large lumber yards are seen, but not many large cordwood yards. Therefore, most people who think of the uses which forests serve, give a high place to lumber, and a low rank, or none at all, to fuel; yet in quantity, fuel ranks highest.

Fuel probably equals lumber in total value as well as in quantity. The millyard value of lumber is about \$500,000,000 a year.

Lumber comes from the largest and best timber; fuel from the small and poor. That is fortunate because it furnishes a market for all kinds of timber. The output of fuel could be greatly increased without drawing upon timber fit for lumber. If the waste in lumber operations could be converted into fuel and sold it would bring a large revenue. Most of this waste is in regions where there is little demand for fuel.

The government bulletin under review distinguishes between the values of different woods as fuel and takes coal (without specifying the kind of coal) as the standard of comparison.

One cord of the following woods is equivalent in heat to one ton of coal: Hickory, oak, beech, birch, hard maple, ash, elm, locust, longleaf pine, cherry.

A cord and a half of the following equal a ton of coal: Shortleaf pine, western hemlock, red gum, Douglas fir, sycamore, soft maple.

Two cords of the following equal one ton of coal: Cedar, redwood, poplar, catalpa, Norway pine, cypress, basswood, spruce, white pine.

Why Not Exploit Oak?

A well-known southern hardwood manufacturer said recently that the advertising of various woods, which have been put before the public in the past few years, has not only succeeded in creating a demand for them, but has taken some attention off the staples like oak, which formerly occupied the center of the stage.

"We all know what advertising has done for gum," he said, "and I don't believe anybody will question the results obtained for American walnut. Every furniture store seems to be displaying goods of that material. We lumbermen probably suppose that the public knows all about oak, and certainly there is no doubt about the adequacy of the supply nor the quality of the material; yet the public is not particularly interested in it.

"I think that a campaign in behalf of oak would be well worth while, and I believe further that the problem which it would solve would be entirely different from those which other campaigns have dealt with; that is, it would be a matter of re-awakening a sluggish public interest by showing that oak is the standard material, that it has served mankind for centuries, that it is the most versatile and generally useful of all woods, and that it ought to be better appreciated. I am sure that advertising along this line would result in a great stimulation of the demand for oak not only for furniture, but for interior trim."

Honduras Mahogany

The exploitation and export of mahogany constitutes the principal resource of British Honduras, which, together with Mexico, produces the bulk of this valuable timber that finds its way into the American markets. For many years the supply of true mahogany in these forests seemed inexhaustible, but authorities on the world's supply of timber are now fearing a great diminution in the output from the forests and on the market. Serious apprehensions are entertained, even by those engaged in the mahogany industry, that the scarcity of this timber may lead to the employment of a still greater number of other woods in place of true mahogany, and to the displacement of Honduras from its position as one of the world's principal sources of supply of this timber. The African, Philippine, and Central and South American woods which come into the American markets are now largely being used in place of mahogany for various purposes where the latter has hitherto been employed.

While the imports of so-called mahogany to the United States have risen in recent years to more than 40,000,000 feet annually, that of true mahogany has fallen to not more than 12,000,000 or 15,000,000 feet; the amount of true mahogany from British Honduras during the last five or six years has averaged nearly 7,000,000 feet. The Philippine mahoganies have made considerable progress in the American markets during the last two years. Approximately 2,000,000 feet of the best grades of Philippine kinds have been entered at the port of New York during 1914. West Africa supplies annually more than seven times this amount. As the supply of these mahogany-like woods from other parts of the world increases, the exports of Honduras and Mexico will decrease. The probable future falling off in the export of Honduras mahogany must naturally be attributed also to other causes, as follows:

1. The diminishing number of trees of large dimensions in the forests of Honduras.
2. The increasing cost of obtaining the timber, owing to the necessity for penetrating the less accessible forests in search for timber.
3. The increasing cost of labor, equipment and transportation.



The Lumberman's Round Table



Getting There First

Manufacturers who are in a position to anticipate their wants would do well to emulate the example of certain far-seeing concerns which are laying in heavy stocks of lumber and veneers. The immediate necessity is the probability of rolling stock being tied up during the crop-moving period just ahead; rather, substitute the certainty of that happening. This is a time when food looms as the most important thing in existence, and it will certainly be given the right of way. The only sure method of having all the material needed for full-time factory operations is to get it in ahead of the rush.

In this connection it is also worthy of note that veneer concerns with warehouses in consuming centers are arranging for heavy stocks to be carried there, when shipping conditions at the mills permit. These warehouse stocks, located close to consuming factories, are likely to be an anchor to windward, and will enable concerns thus fortunately situated to take care of their customers under conditions that would prove trying otherwise.

Traffic Work in Localities

Grover Cleveland created the epigram that the tariff is a local issue; and this applies not only to the revenue tariff but to the railroad tariff as well. That is to say that traffic problems, while defined along industrial lines, are usually couched in terms pertaining to the locality of section. Thus traffic work may be efficiently organized not only by industries, but by groups of those in the same industry and in the same locality.

In the hardwood business this plan is being worked out very effectively. Local organizations are taking up the subject of getting traffic service, and are combining to pay the necessary expenses of operating a traffic bureau. Getting a man who knows the traffic situation and can give real service takes money, though not so very much after all, the value of his services considered. Still, if the office must be maintained at all, with a complement of tariff files and other equipment, there is no reason why it should be a one-concern affair, but the whole trade in the community can contribute to its support.

Often the organization of local traffic bureaus presents problems as to the distribution of the cost of operation. While it is not always true that the extent of the service rendered by such a bureau to an individual concern varies directly with the volume of its traffic, still that is often a good enough basis on which to figure membership dues. This plan has been tried in at least one community and has worked well.

Traffic is too big an item in every lumber business to be neglected, and if the business of the concern is too small to warrant the organization of a traffic department, with a qualified man in charge, steps should be taken to form a bureau serving the locality, to which all of those in the industry may belong, so that the expense of maintenance will fall heavily on no one company.

Wood in Elevator Cabs

Did you ever notice how much attention is being paid nowadays to the design of elevator cabs in hotels, office buildings, mercantile structures, etc? Formerly the car of an elevator was regarded from a purely utilitarian standpoint; it was the "lift," and that was all there was to it. It did not matter whether it was attractive in appearance or not, so long as it took the passenger to the floor that he wanted to reach, and took him there quickly and safely.

But the architectural possibilities of the elevator cab have been realized of late, and attention paid to this subject has resulted in more study being devoted to this detail. This has meant that instead of the cabs being principally of metal, whose bars suggested a cage or prison of some kind, these are now usually finished almost completely in wood. Handsome panels of mahogany, oak, walnut

or some other fine wood have been utilized, and the effect on the person in the car is very agreeable.

Office buildings have been among the last to give the proper attention to this subject, for in hotels and store buildings, where the effort has been to create a proper atmosphere, in thorough keeping with the character of the establishment as a whole, the interior trim of these cars has been properly treated for some time. But, as suggested above, even in office building design utility has been combined with beauty in the treatment of car interiors.

In the new Kimball building, Jackson and Wabash, Chicago, for example, the cabs of the elevators have been finished in oak. The natural color of the wood is brought out.

Apple Trees and Saw Handles

The wood of the apple tree is highly favored for use in making hand-saws; or so those attending the convention of the National Veneer and Panel Manufacturers' Association in Chicago June 12 were informed by a representative of Henry Disston & Sons, Philadelphia, who proved his point with an interesting moving picture demonstration of how saws are made.

The number of saws turned out, and the way in which boards were converted into blocks and then shaped into handles, was suggestive in the amount of material which is used up in this way; while the selection of this particular variety of wood, because of the special qualities of color which it possesses, is likewise interesting as showing that there is a place for every wood.

Apple trees are not cut down often enough to furnish a great deal of wood, but there are plenty of examples of wood varieties which are valuable intrinsically but unpopular commercially. The right kind of industrial investigations would find the market for these woods, and would win for them a permanent place, because of their affinity for the work which they do—like the affinity of the apple-handle for the saw.

At the Falls of the Ohio

The recent organization of two new veneer companies at the Falls of the Ohio—one in Louisville and the other in New Albany—calls renewed attention to the almost unique place which that locality holds in the manufacture of veneers and glued-up stock. In number, variety of products and class of concerns operating, the Falls Cities deserve no little consideration.

Louisville is an old-timer in the veneer business, some of the veterans of the trade having their headquarters there. The Louisville Veneer Mills, headed by D. E. Kline, and the Kentucky Veneer Works, operated by the McCrackens, are good examples. The Louisville Veneer Mills is especially interesting to the observer because of the wide scope of its operations. It has a bandmill and cuts its own flitches. It operates not only saws and slicer, but veneer lathes as well. Then it proceeds to make glued-up stock of quality, and has a lumber-yard that frequently carries a very sizable stock of lumber cut on its own mill.

The C. C. Mengel & Bro. Company's plant is interesting because of its contributions to the domestic supply of mahogany veneers, though the concern has often made other stock, such as walnut. But through its large connections in Mexico and Africa, and the organization of its own fleets to transport the logs, it has occupied a big place in the mahogany trade, and carries an immense stock.

In the panel business the New Albany Veneering Company is conspicuous for the modern equipment and efficient management of its plant, and it is understood that enlargements are contemplated by E. V. Knight, head of the company.

These are only a few of the nationally known concerns whose prominence has put Louisville and New Albany on the map, and as new ones seem to be developing right along, there seems to be good reason to regard the Falls of the Ohio with respect when it comes to the manufacture of thin lumber and laminated woods.

The Mail Bag

B 1125—Basswood

Buffalo, N. Y., June 29. Editor HARDWOOD RECORD: We are interested in basswood 2½" to 3" thick and we are anxious to get in touch with some mill which can supply us with this wood.

B 1126—Ash for Aeroplanes

Chicago, Ill., July 3. Editor HARDWOOD RECORD: We desire to secure the names of manufacturers of ash for aeroplanes.

B 1127—Government Wants Dressed Maple Flooring

Hard maple manufacturers can render a patriotic service to the government by following the suggestion made in the letter given below from the office of Chief of Ordnance. Surely somebody can supply this material. The letter follows:

War Department, Gun Division, Office of the Chief of Ordnance, Washington, D. C.: I am directed by the Chief of Ordnance to request your assistance in securing a carload of maple lumber 2x6, dressed, to be used for flooring in the plant of the Eddystone Ammunition Corporation of Eddystone, Pa. We have placed a large contract with them for ammunition and they have written us stating that they were unable to secure the lumber and asking our assistance.

Will you not help to have this matter closed up by telegram direct with the Eddystone Ammunition Corporation?

(Signed) E. P. O'Hearn, Lieut.-Col. Ordnance Department.

By F. C. Cheston, Lieut. U. S. Ordnance Department.

B 1128—Wants Panel Trimmings and Other Wood Waste

HARDWOOD RECORD is in receipt of the following letter which may open up a market for different types of wood waste:

Buffalo, N. Y., July 7. Editor HARDWOOD RECORD: We desire to purchase wood waste varying in widths from ⅛" to ½" and in thickness from ⅝" to ¾". We want this material large enough to make in 1, 2 or 3 pieces, barrel or keg headings, 12 to 20" in diameter. This would require pieces 4 to 20" long.

Clubs and Associations

Case Goods Association

Delegates of the various case goods associations in the United States, meeting at the Hotel Gibson, Cincinnati, O., last week, changed the form and name of their parent organization from the National Furniture Manufacturers' Association to National Alliance of Case Goods Associations. All the National Association's officers were selected to serve in similar capacities for the National Alliance. They are: President, George G. Whitworth, Grand Rapids, Mich.; vice-president, C. H. Burt, Philadelphia; treasurer, B. S. Hathaway, Grand Rapids; Secretary, A. C. Brown, Grand Rapids.

Previously the organization was composed of association members as individuals, while the new name will indicate who they really are and serve their purposes better.

At a meeting of the executive committee of the National Alliance of Case Goods Association at the Hotel Gibson, Chicago was selected as the place for holding the next meeting in December.

New Manufacturers' Rule Book Published

The Hardwood Manufacturers' Association of the United States has just issued a revised copy of its grading rule book effective March 1, 1917. The book includes all rules adopted at the last annual meeting at Cincinnati, January 31, 1917, covering such items as plain sawed red gum, figured wood, quarter-sawed red gum, figured wood, select oak, FAS wormy oak, No. 1 common wormy oak, core stock.

Hardwood Men Working Strenuously

The formation of the Southern Hardwood Emergency Bureau at a meeting of the board of directors of the Hardwood Manufacturers' Association of the United States, Cincinnati, O., has been proven fortunate by the amount and quality of the work already done by this bureau. The bureau consists of six men active and prominent in southern hardwood circles: M. W. Stark, St. Albans, W. Va., chairman; F. W. Mowbray, Cincinnati, O.; L. P. DuBose, Charleston, Miss.; H. B. Weiss, Memphis, Tenn.; B. B. Burns, Huntington, W. Va., and F. R. Gadd are the other members, Mr. Gadd being secretary. It will represent all manufacturers of southern hardwood lumber and will handle the work of tabulating stock, distributing orders received from the government or from contractors having government work, and will do everything possible in the way of expediting shipments.

It is suggested that it will doubtless be necessary to establish headquarters in Washington, but for the time being the association offices in the Union Trust building, Cincinnati, will be used as headquarters.

With the Trade

J. H. Bonner & Sons Purchase Hitt Stock

The immense stock of dry hardwood lumber which has been seasoning on the Mt. Vernon, Ala., yards of the H. H. Hitt Lumber Company, has been purchased by J. H. Bonner & Sons, Memphis, Tenn. Word was received by the Bonner company by wire from the trustee in bankruptcy on July 5.

The stock consists of plain and quartered oak, plain and quartered red gum, sap gum, tupelo, poplar, ash, cottonwood and hickory. This addition to the big stock carried at the Bonner mills in Arkansas gives an exceptionally well assorted line of hardwood lumber and the Bonner facilities for taking care of its trade are thus substantially augmented at a time when this stock will serve very useful purposes.

The new stock taken on from the Hitt company amounts to a little better than 2,500,000 feet and is in first-class shipping condition.

Guayandotte's Career Finished

According to a story coming from Huntington, W. Va., the channel of the Guyandotte river is for the first time in twenty-five years unobstructed by logs. The last towing steamer left for Cincinnati on July 4 with a big fleet of poplar logs in tow. The fleet included, in addition to the logs, the boom and corker of the Guyandotte Boom Company, a subsidiary to Cole & Crane. It also included the pull boat which was used in the boom and all other apparatus.

Hardwood Men in Big Company

A new million dollar corporation has been organized at Wausau, Wis., the purpose of which is the erection and operation of a large sawmill and lumber manufacturing plant at Sylacauga, Ala. The officers of the company are: President, E. J. Young, Madison; vice president, Fred N. Stephenson, Menominee; secretary, W. C. Landon, Wausau; treasurer, Charles A. Goodman, Marinette. The Lathrop-Hatten company's holdings of timberland in Coosa county of Alabama have been purchased. It comprises 35,000 acres and is expected to furnish a cut of forty million feet of long leaf yellow pine annually. Plans for the sawmill have been drawn. They provide for a two band saw and one resaw plants, planing mill and drying kiln together with the usual auxiliary buildings. W. C. Landon of Wausau will be general manager. It is estimated that the payroll will involve an expenditure of about \$15,000 a month to begin with.

Fish Starts Antigo Mill

The wheels of the Fish Lumber Company of Antigo, Wis., recently began turning. The boilers have been steamed up for several days and the pumps and engines tried out. All preliminary arrangements were made last week and logs have been brought in from the vast tract of timber nearby while building operations on the mill were in progress, twenty carloads having been available on the opening day. The hotpond as well as the log channel were also in readiness on Saturday. Eight to ten cars of logs are to be brought in daily from the Koenenick branch. A night shift will be put on as soon as all machinery is well tuned up. A planing mill is to be built next and will occupy a site east of the boiler house.

Enlarge Mill Capacity

The Saline River Hardwood Company of Pine Bluff, Ark., is adding substantially to its oak flooring plant. With the additions the company will have a capacity of 65,000 feet of oak flooring per day which, with the 50,000 feet production of the Arkansas Oak Flooring Company, makes Pine Bluff next to the largest oak flooring market in the world.

Recent compilation shows that Nashville, Tenn., now leads with a monthly output of 1,900,000 feet; Cincinnati is second with 1,100,000 feet; Memphis third with 960,000 feet, and Blissville, Ark., fourth with 900,000 feet.

Birch Heartwood for Gun Stocks

The New England Westinghouse Company, Meriden, Conn., is working on a contract to furnish 1,000,000 rifles to the Russian government. They will be stocked with hardwood of sweet and yellow birch instead of black walnut, and each gun calls for seven feet of wood, or 7,000,000 feet for the whole job. The company now employs 1,600 hands and turns out 500 guns a day, but expects to increase this to 1,000 in a short time. Even at that rate three years will be required to fill the contract. It is probable that the war will be over before the last shipments of these rifles reach the firing line.

Arkansas News

In the case of the Minnequa Coopersage Company against G. W. Hendricks, judge of the third division of the Pulaski Circuit Court, the supreme court of Arkansas on July 2 decided that the act of the Arkansas General Assembly of 1917, providing that nine or more members of a jury may render a verdict in a civil case, is unconstitutional. This suit grew out of the case of C. E. Shiffer against the Minnequa Coopersage Company, wherein Shiffer was seeking to recover damages on account of an alleged false imprisonment. When this case was tried in the circuit court, the jury being unable to reach a unanimous verdict, proceeded under the authority of the act above mentioned and returned a verdict signed by

ten members of the jury in favor of the cooerage company. Judge Hendricks, presiding over the court, refused to accept the verdict, ruling that the act under which it was returned was unconstitutional. The cooerage company then applied to the supreme court for a mandamus, to require Judge Hendricks to accept the verdict in its favor.

In passing on the case, the supreme court said that the right to a trial by a jury is a constitutional right, and when this provision was written into the constitution, the convention undoubtedly had in mind the jury trial as recognized by the common law; that at common law a jury means twelve men; and that the legislature cannot limit this number.

This decision of course, does not do away with the right of litigants to waive a trial by jury, or to agree to accept a verdict by less than twelve men.

On July 10, the Arkansas Railroad Commission will hear the petition of the railroads operating in this state, in which the carriers are asking for an advance in freight rates of 15% above the schedule held to be reasonable by the Interstate Commerce Commission in the case of Memphis vs. C. R. I. & P. Railway Company, known as Docket No. 7304, decided on February 12, 1917, but the order in which has been indefinitely postponed for the purpose of consolidating this case, affecting Arkansas Rates, with cases affecting rates in Oklahoma and Missouri, into Docket No. 9702.

The carriers state that the rates prescribed by the Interstate Commerce Commission in the Memphis case are not high enough to meet the existing conditions, though they are materially higher than the rates now in effect in Arkansas, and that they should be given an advance above the level prescribed in the Memphis case of 15 per cent. In other words, the railroads are asking that the Arkansas rates not only be raised to the level of the inter-state rates as fixed in the Memphis case, but that they be given on top of that level an additional 15 per cent. They enumerate as reasons why additional revenue is needed by the carriers, the advanced cost of labor by reason of the operations of the Adamson act, which raises the pay and shortens the hours of the work of its employees, and the material increase in the cost of all material, due in part at least to the state of war now existing between this country and the Government of Germany.

The lumbermen for the most part recognize the adverse effects on business when the common carriers are operating at a loss, and are willing for the railroads to have rates which are adequate to allow them to operate at a reasonable profit, but they do not believe that there is any necessity for such a great increase as is asked for by the carriers. The advance asked by the carriers will probably amount to from 30 per cent to 35 per cent increase over the present rates as prescribed by Standard Freight District Tariff No. 5, promulgated by the Arkansas Railroad Commission. The lumbermen are as a rule rather of the opinion that the state rates might properly be raised so as to be placed on a parity with the inter-state rates from points in Arkansas to Memphis, but do not believe that there is any necessity for the advance which is asked in addition to this.

E. W. Layton and W. R. Goynes of the Layton & Goynes stave mill firm, who have been operating in the vicinity of Hamburg, Ark., have secured some timber holdings near Carthage, Miss., and are planning to erect a stave mill at that point. Mr. Goynes is now in Mississippi making the arrangements.

The Whitehall Cooerage Company of White County, Ark., last week filed a certificate with the secretary of state of Arkansas announcing that it had removed its plant from Whitehall to Georgetown.

The Loutre Shingle Company of Cargile, Ark., has filed a certificate with the secretary of state showing the change of the corporation's name from Loutre Shingle Company to Loutre Lumber Company.

Hardwood Tar for Flotation

The Forest Products Laboratory at Madison, Wis., in a recent bulletin instances several developments in laboratory work that are of current interest. One refers to experiments by large mining and concentrating companies on hardwood tar as a flotation oil. Tests showed very satis-

factory results. One of these plants has requested a large sample of tar in order that a commercial-scale test may be carried out.

The laboratory also announces a series of 180 tests which have been made on white ash and Sitka spruce for the purpose of obtaining information on the effects of various methods and rates of kiln drying and steaming and bending on mechanical properties.

It has also been carrying on experiments with samples of mesquite woods for the purpose of determining their gum contents. This wood contains about twenty-three per cent of material soluble in water of which about six per cent is tannin. The remainder consists of gum which evidently yields glucose.

The same bulletin cites interesting tests on two pieces of maple, one of which was badly discolored. In mechanical tests where slowly applied loads were used, the two samples showed to be about equal in strength but in resistance to shock the discolored piece was much inferior. Microscopic examination showed the cells of the inferior piece to be partially destroyed by fungi.

Pertinent Information

What "Full Loading" Means

The question of loading as near capacity as possible has been agitated extensively and persistently during all times of car shortage, but never so thoroughly as during the present crisis in transportation. Unfortunately the discussion appears to strike some people as being only of academic interest to them, and possibly definite figures and a visual picture of the difference between proper loading and improper loading may bring them to a realization of what can be accomplished.

In this connection are shown pictures of two cars, which photographs were taken by one of the southwestern railroads in the hardwood belt without the knowledge of the shippers. One car is loaded in splendid manner and not only to capacity, but to overcapacity. The other shows a slipshod system, combining unintelligent placing of the lumber in the car from the standpoint of preserving the quality of the lumber as well as utilizing shipping space.

The first car was shipped by the W. P. Brown & Sons Lumber Company, Louisville, Ky., from its Brasfield, Ark., mill. The car consists entirely of gum. The capacity of the car as designated by the load was 100,000 pounds. A ten per cent excess over marked capacity is allowable, which would have made the maximum load 110,000 pounds. These people actually succeeded in loading even beyond that—the car contained 110,400 pounds.

Now, just what does that mean when it comes to conservation of transportation facilities? Merely that with the average load of about 60,000 pounds, present shipping facilities can without jeopardy to life, limb or property, handle in the neighborhood of eighty per cent more freight without one cent of additional outlay for equipment.

There is another feature which should appeal specifically to all shippers. Taking this car as an example, the revenue from this point to Chicago on the one car shipment was \$228. An average load of 60,000 pounds would bring a revenue to the railroad of \$120, which means that the road making this shipment received a revenue \$108 in excess of revenue for similar average shipment. If all shippers would exercise the same intelligent care in handling out their materials the railroads' revenue would be so vastly increased that they would never even consider the numerous and frequent requests for freight rate advances.

Incidentally a little talk with J. H. Townshend, secretary of the Southern Hardwood Traffic Association at Memphis, revealed an interesting situation in shipping circles among the hardwood mills in Arkansas. Mr. Townshend said that there has been inspired a friendly competition among the various hardwood shippers in that territory to see who can most consistently hold



TWO WAYS OF LOADING—ONE TRIP OF THE FULL CAR MEANS AS MUCH AS TWO OF THE OTHER AND BRINGS THE CARRIER \$108 MORE—STRONG TALK AGAINST RATE INCREASES

up the record of loading as far as possible to capacity. It is significant that the W. P. Brown & Sons Lumber Company headed the list on the last report; its average for the week reported on showed that it actually loaded all shipments to eighty-seven per cent of the possible capacity of the cars sent out from its mills. Mr. Townshend says that the nearest practicable approach to an absolute maximum of loading is about ninety per cent of marked capacity of the cars.

Chance of Moving Delayed Export Lumber

Since the issuance of the British prohibition order of March 25, 1916, which excluded from the United Kingdom all stocks of American woods except those for which licenses were issued, fifty or more cars of lumber have accumulated at different Atlantic ports. Some of these shipments were actually loaded prior to March 25, 1916, while others were loaded after that date. Some were shipped on through bills of lading, and others went forward on local bills of lading "for export." All have been held ever since, accumulating demurrage, and the railroads have been urging the receivers to make disposition of the shipments, while the shippers have seen no way of placing these stocks which were manufactured especially for the foreign trade and cannot well be used in the domestic business because of the difference in the requirements. The Bureau of Foreign and Domestic Commerce and the State Department at Washington have been appealed to in the hope that either could exert enough influence to have the British government admit the shipments, and much correspondence has passed between the National Lumber Exporters' Association and Frank Tiffany, the representative of that organization in London, but all to no avail thus far, the British authorities having steadily held out against giving permits for the admission of the shipments. Now there is a prospect that these shipments may be allowed to go forward provided certain requirements are complied with. Harvey M. Dickson, secretary of the National Lumber Exporters' Association, is in receipt of a letter under date of June 6, 1917, which encourages the expectation that relief may be afforded the shippers of the stocks in question. The letter reads as follows:

I understand that our various shippers have fifty or more cars of lumber held up by the British order of prohibition of March 25, 1916. Personally I think there is a chance of getting permission for these goods to be shipped, but we would have to prove to the controller that they were absolutely shipped against contract, and the shipper would have to produce the original contract with the buyer, also the paid inland freight

bill, if this is possible, as well as the inland bill of lading, together with copies of invoices; in other words, full data showing the date goods left interior shipping points and, if possible, the date they arrived at seaboard. If all of this information for each carload is sent to Mr. Tiffany, I believe Mr. Tiffany would have a chance of getting special permits for these goods. It is at least worth trying, but there is absolutely no use proceeding in the matter unless the original documents outlined above are forwarded, so they can be shown the controller, as a letter from the shippers is absolutely no use. If any of the goods at seaboard are not against contract, and were intended as consignments, I do not believe a permit could be secured.

Mr. Dickson has asked members of the association who have such shipments that were held up to send on the documents required in order that the needed permission may be obtained. He is ready to do all he can to expedite matters and to give the shippers in question all the aid he can.

Saw Dust Facts

W. B. Mershon & Co., Saginaw, Mich., has just issued a little booklet which gives a store of valuable information on band resaws. Of course the Mershon band resaws are dealt with in particular, but the book is a regular workman's handbook on the proper use of the band resaw in the woodworking factory.

A Saw Record

A remarkable illustration of the care in manufacture and selection of raw materials going into band saw manufacture was given in an experience of the Wilderness Lumber Company at Nalen, W. Va., recently. E. C. Atkins & Co., Inc., Indianapolis, Ind., have been furnishing this firm with saws and are naturally pleased that their equipment has shown up so well.

The illustration shows a Knight dog used at the Wilderness plant. Its lacerated condition can be plainly noted, the damage having been done when it came in contact with the Atkins band saw. Incidentally the saw, according to the statement of W. T. Hensley, filer, and John Eldridge, sawyer, was not damaged to any appreciable extent, and in fact it was not removed from the wheel but merely pointed up until the work was completed.

A Hobo That Must Be Downed

The accompanying illustration shows the trunk of an old jobo (pronounced hobo) tree (*Spondias lutea*) growing in a Costa Rican town. It has the appearance of a tree that has been exposed for many years to peculiar sources of injury which disturbed its natural functions. Yet, with all these unfavorable influences, the tree thrives and grows very rapidly, illustrating that the ubiquitous jobo possesses a greater tenacity to life than any other tree in the tropics. It is equipped for healing its wounds completely in a surprisingly short time. Even old, knarled, and otherwise defective trees of this species survive the severest shocks that may befall them or be inflicted upon them by man or nature. So remarkable is this power of healing that stumps from two to three feet in diameter have been observed to heal over completely in the course of a few years. The picture shows that the exposed surface of a large branch removed by means of an ax two years prior to the time this photograph was taken, is now entirely healed over forming what appears to be a protective cap closely fitting over the stub end of the branch that was cut away.



Reports on Locust Timber

Word comes from West Virginia that the war department at Washington has instigated an investigation to determine the amount of available locust timber in West Virginia. The report has been completed and forwarded to the government. This timber is used for the manufacture of tree nails for joining the wooden timbers used in the construction of wooden vessels.

Accidents on the Increase

The Wisconsin Industrial Commission has entered upon an extensive campaign to check the alarming increase in industrial accidents in Wisconsin. Up to date there have been thirty per cent more accidents in Wisconsin this year than during the corresponding months of 1916.

Beech for Bentwood

In England the stress of circumstances has compelled a search for woods other than ash for bending purposes, and they are turning to beech. They are making rims for motor wheels of it, with satisfactory results. Beech has the advantage of being hard and strong, and it is not easily softened by water. When millwrights had underwater bearings and gudgeons to make, they used to make them of beech, because it resists softening by water nearly as well as lignum-vitæ. It may be expected, therefore, that beech motor rims will give good service if the bending and finishing are properly done.



TRUNK OF OLD JOBO TREE

Extracts from April Exports

The exports of forest products, both manufactured and unmanufactured, from this country in April of this year were valued at \$5,112,906, and for the same month in 1916, the total was \$4,536,163. This shows a gain of \$576,743. The volume exported was not as large in April of this year as in the same month last year, but advance in value made the total count more. The export of square timber to the United Kingdom was about half as much in April, 1917, as in the preceding April. The increased export to Canada made good what was lost in shipments to England and Scotland. The falling off of exports of lumber to the United Kingdom was in about the same proportion as the square timber, and part of the loss was made up by exports of lumber to Canada. Comparing the same month in both years, the export of staves increased 25 per cent for April of this year.

Timber for Batteries

A report by an officer of the Russian government upon the destruction of forests in Poland by the Germans who are occupying that region temporarily, says that 5,500 trees are cut for timbers in placing a battery of German field artillery, and that 1,000 such batteries are on the line. Every time a battery is moved, a new supply of timber must be provided. The result is, the forests of Poland have been practically destroyed. The trees are probably very small, for it is inconceivable that so large a number of trees, as we understand the term in this country, are required to equip a field battery.

A Census Extract

The Bureau of the Census has published in a volume of 700 pages an abstract of the country's manufactures for 1914.

The total value of lumber and its manufactures in the United States is placed at \$1,599,710,000. That includes not only lumber as such but embraces practically all of the industries in which wood in some form is the material of chief value. Apparently, there is some duplication in arriving at the total value, for if the value of lumber is given and the same lumber is figured again when it has been manufactured into furniture, finish, vehicles and other articles, the same material is valued twice. The millyard value of the lumber output in 1914 was probably about \$570,000,000. If this is subtracted from the above total value (because counted twice) it apparently leaves the total value that year of "lumber and its manufactures" at approximately \$1,029,710,000. It is not practicable, however, to figure it out exactly, because much of the lumber, not being further manufactured, is counted only once.

In compiling statistics of lumber and its manufactures it is next to impossible to avoid counting some of the material more than once, because after each manufacture it appears in different forms; for instance, the first time it may appear as rough lumber, next as vehicle dimension stock, and third as finished vehicles, but it is the same material all the time. A similar thing occurs, more or less, in all the wood-using industries.

The "Abstract" is for sale at 65 cents by the Superintendent of Documents, Government Printing Office, Washington, D. C.



Memphis, July 5.—I am sending this picture of a steel car and a "flock" of car stakes that cost seven dollars a car, on flats. The cost of additional labor and three dollars extra freight, and utilizing some No. 2 gum at ten dollars at the mill, indicates that the new proposed law covering car stakes would be unfair to the shipper. The local on ear stakes, the shortage of cars, the loading of ties on box cars at cost of five dollars per car, the demurrage proposition was unfair and for many other reasons enumerated would soon convince the United States that the railroads are taking advantage of conditions and putting something over.—E. H. D.

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50 M feet, 8/4, No. 2 C&B Maple
20 M feet, 4/4, End Dried White Maple
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50 M 7/4 No. 1 Common & Better MAPLE.
50 M 8/4 No. 2 Common & Better MAPLE.
50 M 12/4 No. 3 Common MAPLE.

Hardwood News Notes

< CHICAGO >

C. R. Mengel of the C. C. Mengel & Bro. Company, Louisville, Ky., accompanied by Mrs. Mengel, spent several days in Chicago, visiting Fort Sheridan, Culver and other military posts. Their youngster is going to war and, like many other anxious parents, they desire to see that he starts right in making a good soldier as well as lumberman.

S. M. and W. E. Nickey of the Green River Lumber Company, Memphis, Tenn., spent several days the latter part of last week in Chicago.

C. J. Tully of the Anderson-Tully Company, Memphis, Tenn., passed through Chicago last week with his daughter on their way to northern recreation points.

George H. Ostrander has resigned his position as sales manager of the Utley-Holloway Company, Chicago, and has accepted charge of the New England territory of the W. M. Ritter Lumber Company, Columbus, O., with which firm he was formerly connected. Mr. Ostrander will make his headquarters in Boston.

F. M. Cutsinger of Evansville, Ind., passed through Chicago last week on his way back to Evansville after a five months' stay in California with his family. Mr. Cutsinger said that California mills are now rather quiet. He also stated that there is some difficulty in getting Japanese oak on the Coast on account of the ocean freight rates.

Clarence Ingalls, manager of the C. L. Willey Company, Chicago, left for the East last week, planning to spend a month of rest and recreation in New York state points.

Charles Dudley of the Dudley Lumber Company, Memphis, was in Chicago last week. He is still very enthusiastic over the ash situation, being a specialist in that line. He reports a nice increased volume of business. While they carry good stocks at both Memphis and New Orleans, their stocks are somewhat broken now.

Mr. Ballou of the Ballou Lumber Company at Stanley, Wis., was in Chicago recently. He reports the Wisconsin hardwoods strong and in good demand.

< BUFFALO >

Some of the principal members of the hardwood lumber trade enjoyed an outing at Hamburg, on June 28, the occasion being the annual outing of the Cult of the White Buffalo, which is made up of prominent workers in the Chamber of Commerce. The day's program included races of

different kinds and a quoit-pitching match, all being held as on past occasions on the driving park track and grounds. The caterer of the Chamber of Commerce prepared a beefsteak dinner, which was much enjoyed.

The A. J. Chestnut Lumber Company has bought two quite extensive tracts of hardwood and hemlock timber in the Genesee valley, between Portage and Olean, and is adding a third tract. Considerable work has been done in developing the first one, which is expected to produce 3,000,000 feet of lumber. The sawmill will be built for starting up in August. Bark-peeling and other cutting is now in progress.

Frank A. Beyer, who was formerly a member of the hardwood trade in this city, has become secretary and general manager of the Morrimack Lumber Company, with head offices at Salamanca, N. Y. He is a lumberman of long experience and was formerly president of the Hardwood Lumber Exchange of Buffalo as well as a director of the National Hardwood Lumber Association. His associates are Frank Morrison, Warren, Pa., and John B. and Thomas McCabe, of Salamanca.

Howard T. Jackson, who is connected with the hardwood business of Jackson & Tindle, and a son of one of its members, George A. Jackson, was married on June 19 to Miss Mary Becker, daughter of Mr. and Mrs. Franklin Becker. An eastern motor trip followed the ceremony, which was performed by the Rev. Samuel G. Trexler at the home of the bride's parents.

The Charles G. Feist Lumber Company, recently incorporated here to carry on a wholesale lumber business, has taken offices in the mutual Life building. The members of the company are Mr. Feist and James M. Briggs, both of whom are well-known in the local trade.

The Buffalo building permits for June showed a total cost of \$1,344,000, which is 20 per cent behind the same month of last year. The same decline has been witnessed for the first half of the year.

There is a prospect of building wooden ships in Buffalo again. H. S. Kerbaugh, Inc., has obtained a site, most of it in shallow water, on the lake front, well-protected by the long breakwater, and will have a shipyard in operation as soon as the work can be done. The plan is to go to building wooden vessels for the government some time this season and probably to add steel construction as soon as conditions warrant. The company declares that it is able to secure suitable workmen for this enterprise, and as the outlook is now it ought to be in operation a long time, though no details are given out at present. The site is not wide, but the vessels will be launched in a slip extending into the property.

The receipts of lumber by lake during June were 11,005,000 feet, which is about 25 per cent more than was received during the same month of 1916. The incoming stock has not included much hardwoods, as the prices at the mills, as well as the freight rates, have been so high as to be almost prohibitive. Lumbermen have been having great difficulty in finding tonnage this season and this condition is expected to continue while the war is on, unless some of the new concerns which are planning to build vessels are able to add materially to the number already in use on the lakes. Many former lumber vessels are now carrying other freight, particularly coal.

◀ BOSTON ▶

A regiment of forestry engineers and operators is being enlisted by State Forester F. W. Rane of Boston; this organization, unlike the sawmill units which recently left here, will be a military element designed to provide adequate instead of accidental ability to handle the large amount of timber operation by the expeditionary forces in France.

New firms organized include the Leominster Woodworking Company at Leominster, Mass., and the Austin Sutherland Lumber Company at Lawrence, Mass.

◀ PITTSBURGH ▶

Building realty totals in Pittsburgh in June made quite a little gain over those of June, 1916, providing a pleasant surprise to the general public which was looking for a slump.

H. E. Aust, manager of the Mutual Lumber Company, reports that hardwood manufacturers are taking a lot of stuff at present and are willing to pay high prices for quick deliveries.

J. N. Woollett, president of the Aberdeen Lumber Company, says that prices on gum and cottonwood have advanced fully 100 per cent during the past year. Manufacturers who use these woods are now trying hard to cover their fall and winter needs.

J. H. Henderson, secretary of the Kendall Lumber Company, announces that the company's new plant at Cheat Haven, Pa., is now cutting 50,000 feet of lumber every day, most of it being oak.

The Nufer Cedar Company of this city now has five plants in the Pittsburgh district manufacturing crates and boxes for the tin plate mills. It uses No. 3 hardwood which is brought direct from mills in the woods.

The Joseph W. Cottrell Lumber Company will start a hardwood operation at Lumber City, Ga., on the Southern railroad about July 15.

The Duquesne Lumber Company reports that business in general has fallen off some the past two weeks. Manufacturing trade is still very good, especially in Cleveland and Detroit.

E. V. Babcock, head of the Babcock Lumber Company, has announced himself a full-fledged candidate for mayor of Pittsburgh, subject to the Republican primaries in September.

D. L. Gillespie & Co. was one of the hardest workers in the recent Red Cross campaign and helped very much in putting the total of subscriptions way above the point which was estimated.

The Mahoning Lumber Company, capital \$100,000, is a big wholesale concern at Youngstown, Ohio, recently incorporated by M. L. Gailey and others of that city.

◀ BALTIMORE ▶

State Forester F. W. Besley, of Maryland, is engaged in recruiting trained woodsmen to complete the roster of the Tenth United States Regiment of Forest Engineers for service in France. Preliminary listing of men has been in progress for the last month, and while a considerable number of desirable recruits have already been obtained, the ranks are by no means filled. The duty of this regiment will be to get out the timber needed by the American forces fighting in France and those of the Allies. The work of the men will be performed behind the battle lines, but they may also be called upon to render service in the danger zone. Recruits must be white, between the ages of eighteen and forty years, and will be required to join for the period of the war. They will be subject to the regular army physical examinations. Recruits will be sent to the nearest recruiting station by Mr. Besley, beginning July 9, to be directly enlisted in the forces of the United States. The pay will begin at once, and the men will be sent to depots for approximately three weeks of preliminary drill, outfitting with military clothing and medical attention. About August 1, they will be assembled at one of the battalion headquarters, the eastern regimental and battalion headquarters being at the American University in Washington. The men required include axemen, teamsters, sawmill and planing mill operators, loggers and others with practical training in the manufacture of lumber and in timbering operations. A drive is being made through the different counties of the state and a number of additions to the ranks have been secured in the last week.

Articles incorporating the Manasota Land and Timber Company were approved by the Maryland State Tax Commission recently. The incorporators are Enos S. Stockbridge, Roland H. Brady, and William Lentz, all of Baltimore. They will constitute the board of directors also. The company will carry on a general lumber, tanning and milling business. J. Henry Strohmeier will be the resident agent and the main office will be in the Maryland Casualty Tower. The capital stock has been fixed at 2,000 shares of 7 per cent non-cumulative preferred shares of a par value of \$100 and 3,000 shares of common stock of no par value.

Walter L. Wessels returned last Saturday for a few days from a trip through the South in search of stocks for the James Lumber Company of this city. Though he took up mainly yellow pine lumber, he also arranged for a number of lots of hardwoods, which are needed in the company's business. He had been away since May 16.

Among the visiting lumbermen here in the last ten days was G. E. Bartlett, a wholesaler of Philadelphia, who has an assorting yard at Norfolk. Mr. Bartlett was in search of hardwoods and saw some of the dealers and producers of such stocks here.

While practically all of the lumber used in the construction of the great concentration camps in various parts of the country will be yellow pine, these undertakings are of interest to the hardwood trade in consequence of the fact that some stocks in which they are interested are likely to be called for. In any event, the withdrawals of great quantities of yellow pine will mean a depletion which will certainly be reflected in a more energetic inquiry for hardwoods, where prompt delivery is required. The encampment going up at Annapolis Junction, about seventeen miles from Baltimore, is expected to call for not less than 25,000,000 feet of lumber of various kinds, together with enormous quantities of other materials.

The planing mill of John C. Foster, three miles from Federalsburgh, Caroline county, Maryland, was destroyed by fire June 25, with a loss of \$7,000 and no insurance. Mr. Foster has already made arrangements to rebuild. The plant was the seventh burned during the time he and his father, the late Elbert G. Foster, have been in business.

Important changes are to be made in the building code of Baltimore, if the recommendations of the municipal housing committee, which has had the problem under consideration for some months, are adopted. These recommendations aim at the elimination of inside dark rooms and their practical effect will be to encourage the erection of the semi-detached style of dwelling, which has lately found introduction in the newly developed sections. All sleeping rooms are to have direct openings to the air and there is to be sufficient vacant ground to prevent congestion or overcrowding of the lot. The provisions in question will be applied to tenement houses, as well as apartment buildings, hotels and other establishments. The ordinance embodying the changes is expected to be ready for the city council next month, and will have the backing of the city administration, including the mayor, the city solicitor and the city health commissioner. The changes will, of course, necessitate structural departures and will doubtless affect the specifications, including the woodwork, in the new houses.

◀ COLUMBUS ▶

W. M. Ritter, president of the W. M. Ritter Lumber Company, has been designated one of the executive members of the subcommittee on lumber and forest products of the Council of National Defense. In this

capacity he has an opportunity to contribute to a patriotic public service the qualities which have achieved an enviable record in private business. Mr. Ritter's business career has been most unusual. He was born near Hughesville, Pa., in 1864 and in 1890 entered the lumber business in West Virginia. Since that time he has been the president and directing head of a number of companies. Mr. Ritter is the managing director of the Ritter Lumber Company, Ltd., of Liverpool Eng., and his other companies operate in West Virginia, Virginia, Kentucky, North Carolina and South Carolina. The mills have a capacity of 128,000,000 feet annually. The company owns stumpage assuring a timber supply for fifteen years.

Columbus building operations in June were fairly active and did not show so much falling off from the previous years as some recent reports. Lumbermen are generally optimistic and believe that building projects will show an increase. According to the report the department issued 197 permits for a valuation of \$470,510 in June, 1917 as compared with 289 permits and a valuation of \$557,370 for June, 1916. For the first six months of the year the department issued 1235 permits having a valuation of \$2,434,730 as compared with 1682 permits and a valuation of \$4,161,435 for the corresponding period in 1916.

F. R. Gadd, assistant to the president of the Hardwood Manufacturers' Association of the United States, has forwarded to all members of the association copies of the revised issue of the association's grading rule book, effective March 1, 1917. The book includes all rules adopted at the past annual convention covering plain sawed red gum figured wood; quartersawed red gum figured wood-selects oak; fas wormy oak; No. 1 common wormy oak and core stock.

The Dover Woodface & Lumber Company, Dover, has been organized taking over the independent business of John H. Garber. It will operate as a subsidiary company of the Garber-Marsh Lumber Company, which has been conducting a separate woodface business. The parent company will continue in business at its regular quarters on Cherry street, while the newly organized firm began operations July 1, in the yard formerly used by the Baer Lumber & Coal Company, which was taken over two months ago. Charles Garber of Strasburg, is severing his connection with the Garber Bros., Company, to come to the new firm as secretary. Other officers will probably be J. H. Garber, A. C. Marsh, F. J. Huff and W. P. Marsh.

The Piqua Handle and Manufacturing Company, Piqua, increased its capital from \$350,000 to \$900,000.

The Mahoning Lumber Company, Youngstown, has been incorporated with a capital of \$100,000 to deal in lumber. The incorporators are M. L. Gailey, Etta Boyd, H. H. Wickham, E. Maiden, Jr., and Louise M. Strahls.

The membership campaign of the Columbus Lumbermen's Club, under John R. Gobey and W. L. Whitacre is progressing satisfactorily. Many new members have been secured and it now appears that there will be sufficient support to maintain a lunch department at the club rooms. Much interest is manifested in the affairs of the club.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods and prices continue high in every regard. Buying on the part of manufacturing establishments is one of the best features of the trade. Shipments are coming out better because of a better car supply. Mr. Horton looks for a good business throughout the summer months.

H. D. Brasher of the H. D. Brasher Lumber Company was called to Alabama last week on business. He is negotiating for the purchase of a large mill and planing business.

Edward Abel Hildreth, sixty-two, retired lumberman, died recently at his late home, 442 East Broad street. He had been in poor health for several years. Mr. Hildreth was born in Columbus Feb. 14, 1855, and had been a life-long resident of Columbus. While still a young man he became a member of the Hildreth & Martin Lumber Company.

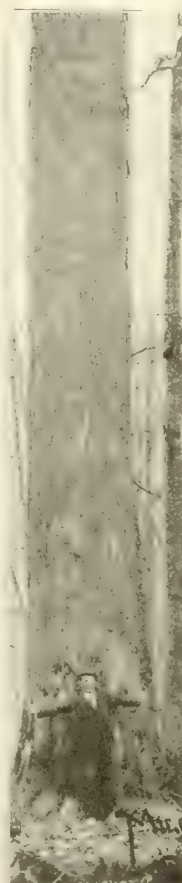
◀ CLEVELAND ▶

Anson R. Singletary, pioneer lumber dealer and president of the Singletary Lumber Company of Cleveland, died Wednesday, June 20, at his home, at the age of eighty-eight years. At the age of twenty-one he came to Cleveland, and in 1860 established a planing mill on Merwin street, on the present site of the Singletary Lumber Company. At the time of his death the company was capitalized at \$50,000. Mr. Singletary is survived by two daughters, Mrs. Laura S. Goodhue, a director of the company, and Mrs. Benjamin C. Hinig, wife of the treasurer of the company.

The barge Thomas Gawn, owned by the Sneed Box Company, arrived July 4 with a cargo of material for this company. A cargo of shook lumber for the Cleveland Box Company arrived recently on the steamer Ogemaw from Munising.

Directors of the West Virginia Timber Company met in Cleveland June 23. President George E. Breece was in Cleveland for the meeting. According to Abner G. Webb, secretary, the matter of deliveries is the principal worry at present, that of price being secondary. On the whole, however, a slight betterment of the car situation is noticeable.

That the transit privilege is being largely used for speculating purposes is the contention of some prominent Cleveland retailers. The antics of the shingle market for the past thirty days are pointed to as an example. Shingle prices have tumbled 25 per cent recently and railroads



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Lenox Saw Mill Co.

Mills: Lenox, Kentucky

Sales Office

American Lumber & Mfg. Co.

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KENTUCKY

**WHITE OAK
& POPLAR**

Chestnut, Beech, etc.

Band Sawn on our new Electric
mill out of the best timber ever
grown anywhere.

are having difficulty handling the large amounts which have been put in transit at the new prices. The fall is said to be due to a running up of the market previously on speculative account.

Outgoing shipments have been greatly improved by the removal of practically all embargoes, but incoming shipping is still slow. The congested condition of the Cleveland yard is largely accountable, it being estimated that 12,000 loaded cars are waiting to get on team tracks and unloading spurs. Many of them are said to be held by consignees and to be used as warehouses for goods which are increasing in price so rapidly that owners are willing to pay demurrage.

◀ CINCINNATI ▶

The Weigle Machine Tool Company has organized in this city with a capital stock of \$115,000. Harry B. Fox is president; C. E. Meek, secretary and treasurer, and A. P. Weigle, general manager. The other directors are M. F. Gartland and Thomas Ryder. The company has purchased a building of the Otis Elevator Company and will begin work at once.

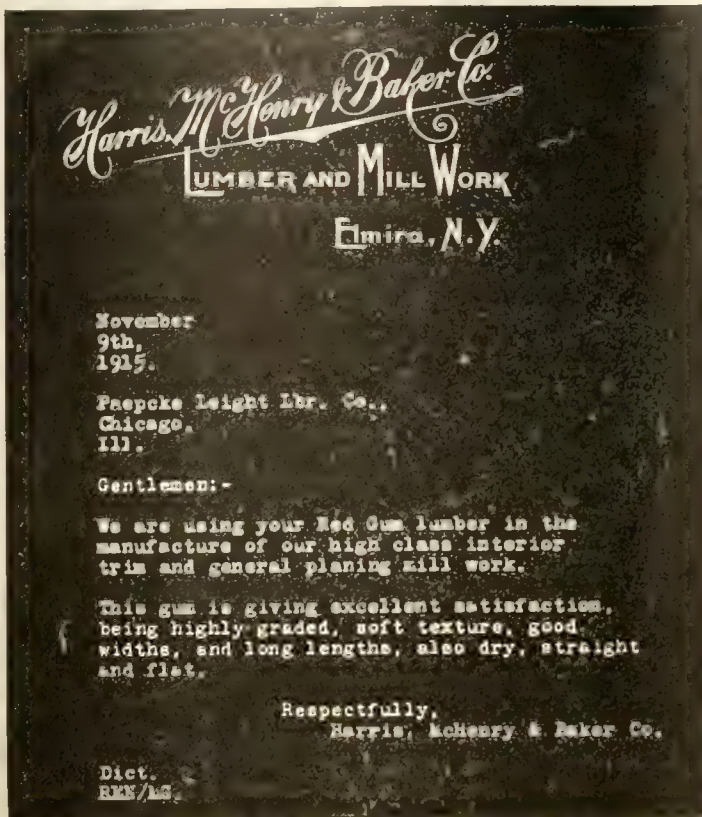
Mrs. Bertha Welland, 969 East McMillian street, widow of Harry Welland who was president of the Welland Company, carriage and automobile manufacturer, died last week at Bethesda Hospital. Mrs. Welland is survived by a daughter and one son, H. W. Welland, who is president of the concern.

Members of the Cincinnati Furniture Exchange fasted until Saturday in anticipation of the fried chicken dinner to be served at the annual outing on Cody's farm, Erlanger, Ky., on that day. Headed by a police escort and military band a parade was given from Music Hall to Suspension bridge, where automobiles entered and the journey to the farm resumed. Baseball games, golf tournaments and other athletic sports followed the chicken dinner.

◀ INDIANAPOLIS ▶

The Marion county board of review which fixes the values for taxation purposes of property in Indianapolis last week added about 60,000 to the valuation of Indianapolis lumber yards and plants. O. D. Haskett, president of the lumber company bearing his name, and C. J. Shirk of the Gansberg & Shirk Lumber Company, appeared before the board as representatives of all the lumbermen in an attempt to have the appraisements harmonized, but they refused to stand responsible for some of the increased valuations given some of the properties. As a result, the board decided to call in representatives of the companies individually.

A heavy bolt of lightning struck the yards of the Krudop Lumber Com-



Of course it is true that

Red Gum

is America's finest cabinet wood—but

Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

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We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
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Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

pany, Fort Wayne, Ind., last week, burning off a large section of the roof of one of the buildings. The blaze was extinguished before an extensive loss resulted.

Articles of incorporation have been filed for the Keyer Box Company, Winchester, Ind., which has a capitalization of \$20,000. The company will manufacture cigar boxes. Directors are Arthur A. Keyer, Clara Keyer, and Benjamin J. Brown.

The Marbury Lumber Company, an Alabama corporation, has qualified to do business in Indiana by having \$10,000 of its capital represented in this state. Oscar Lee of Indianapolis is its agent.

Orlando L. Chandler, lumber agent for the American Car & Foundry Company, Jeffersonville, Ind., has gone to New Orleans to purchase oak for the manufacture of wagon parts for the government.

Peter F. Smith, Bloomington, Ind., who has been lumber agent for the Showers Bros. Furniture Company for several years, has resigned to go to Little Rock, Ark., to accept a similar position with the McLean Arkansas Lumber Company. Mr. Smith has been succeeded by J. J. Hickey, who has been assistant lumber buyer for the Showers company for three years.

The Clinton Lumber Company of Mulberry, Ind., has filed preliminary certificate of dissolution.

The Isbell Lumber and Coal Company, Elkhart, Ind., has increased its capital stock from \$30,000 to \$50,000.

EVANSVILLE

Edward Koehnman has been in office as president of the Evansville Rotary Club. George O. Worland has been named chairman of the boys' committee, J. C. Greer, chairman of the ways and means committee; and Charles A. Wolfkin, chairman of the fraternal committee.

Henry C. Dresden, aged sixty-eight years, a retired lumberman of South Bend, Ind., died at his home on Thursday, June 28, after an illness of a few days. He was well and favorably known to the lumber fraternity of northern and central Indiana. He was born and reared at Michigan City, Ind., and lived for many years in Wisconsin.

Bert Tisserand of the J. C. Greer Lumber Company, who has charge of the hardwood end of that firm, returned a few days ago from a business trip on the road in southern Indiana and western Kentucky. He reports trade conditions quite promising.

Mertice E. Taylor of Maley and Wertz, has accepted an invitation to make several democratic speeches this fall in the state campaign in Kentucky. He probably will make his first speech at Providence, Ky. Mr. Taylor has been doing lecture and chautauqua work for a number of years on the side and finds recreation in this.

Thomas J. Christian, for many years connected with Maley & Wertz, but who is now at the head of the Wood-Mosaic Company, New Albany Ind., was here a few days ago on his way to Indianapolis on a business mission. He reported trade in his section of the state very good.

Plow Manufacturers in this section report a good steady business and say that trade is much better than usual at this time of the year.

After being closed down for some time the mill of the Evansville Band Mill Company, started up a few days ago and it is expected the plant will run steadily the rest of the summer.

Edward C. Kerth, city building inspector, blames the war for the falling off in building permits last month. The number of permits issued in June was seventy-nine as compared to 172 for June 1916. The total valuation was \$64,478 for June of this year as compared to \$115,452 for the corresponding month of last year. Builders are looking for some improvement this month over last.

David M. Roll of Greenville Ky., who was arrested at St. Paul, Minn., a few days ago and brought here, has been indicted by the Vanderburg county grand jury on the charge of forgery. It is alleged that Roll forged the name of W. E. Drake, a wealthy lumberman at Greenville, Ky., to a promissory note for \$1,750. It is said that Roll has operated in many states and that his forgeries will aggregate over \$40,000.

Frank Laughlin, president of the Wolfkin-Luhning Lumber Company, has returned from a business trip to French Lick, Ind., having been accompanied by his wife.

George O. Worland, reports the plant of the Evansville Veneer Company, operated on full time and the trade outlook very encouraging.

The Clinton Lumber Company, Mulberry, Ind., has filed a certificate of dissolution with the secretary of state.

Downey Coleman has purchased the planing mill and stock of C. F. Rough at Oakland City, Ind., a few miles north of here and will soon establish a complete mill outfit on a lot near his sawmill. By the terms of the sale Mr. Coleman is allowed to operate the mill at its present location for three months, thus giving him opportunity to care for the trade in this line while he is erecting his new mill building. Mr. Rough will leave in a short time for Little Rock, Ark., and in the event that he finds a suitable location, will move to that city.

Albert Starbuck, a wellknown sawmill owner and lumber dealer at Petersburg, Ind., was a recent business visitor in Evansville.

MEMPHIS

The Dugan Lumber Company, which recently announced the acquisition of the timber on the 1000 acres of land in Montgomery county, Mississippi, and which announced at the same time that it proposed to remove its

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Easiest Handling

buy the

Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

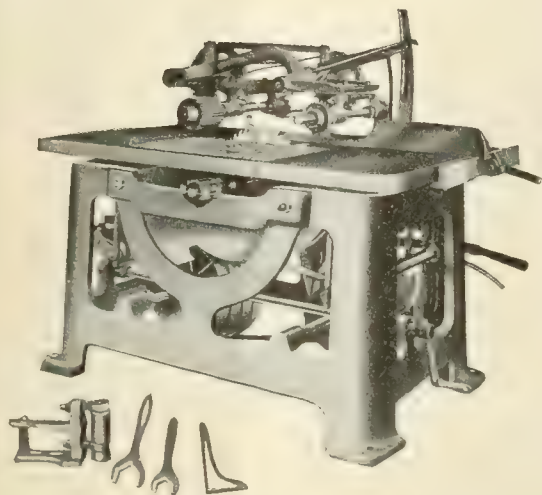
has a positive and powerful feed which handles the heaviest material the sawmill takes just as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA



The "HOOSIER" the rip saw which makes profitable dimension manufacture and grade refining at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it—Will you?

mill from Roundaway, Miss., to Thurman, Miss., reports that it is negotiating for still other timber in that section, with prospects of an early closing of these negotiations. The company proposes to begin shortly the removal of its machinery to Thurman as it has cut out all of its timber holdings at its present location. The headquarters of the company are in Memphis.

Lumbermen are showing a keen interest in the suggestion made by the Council of National Defense regarding the probable shortage of steel supply for carrying out the ship-building program and other work the government has in hand. Letters have been received here containing the intimation that wood should be substituted for steel by consumers wherever possible and lumber interests are quite willing to co-operate in this movement. They appreciate the fact that by furnishing lumber to consumers of steel they will be helping along the government through conservation of the present steel supply and that they will, incidentally, profit by the increased demand this policy will involve.

There is comparatively little demand for sawmill machinery and equipment in this section. Almost no new mills are being built and there is comparatively little being done in the way of overhauling machinery already in operation. The reason for this, according to one of the most prominent members of the trade here, is to be found in the fact that machinery prices are so much higher than normal. "It would require a man or firm or corporation of unusual nerve and extreme optimism, even after the advance in the price of lumber, to set out to install a new sawmill plant with prices for everything entering into the latter so high," he asserted.

Lumber interests and those engaged in allied lines gave further striking evidence of their patriotic support of the government when they responded so freely to the call of President Wilson for a Red Cross War Fund of \$100,000,000. The Anderson-Tully Company led the local lumbermen with a contribution of \$1,000 while many lumber firms gave from \$250 to \$500 and others as much as \$100. The Pidgeon-Thomas Iron Company, the Reichman-Crosby Company and the Stratton-Warren Hardware Company contributed \$1,000 each while the Memphis Furniture Manufacturing Company gave \$1,000. Col. S. B. Anderson of the Anderson-Tully Company; J. F. McSwain, Memphis Band Mill Company; Wick Ransom, Gayoso Lumber Company, R. G. Morrow, Memphis Furniture Manufacturing Company and Leslie Stratton, of the Stratton-Warren Hardware Company, were members of some of the teams which secured more than \$250,000 from Memphis and West Tennessee, giving a whole week of their time to the work.

Building operations in Memphis are rather more active now than for some time. Conditions in building circles are not normal because of the high cost of material, the scarcity of labor and the shortage of cars for

handling it, but there is decidedly more doing now than immediately after the United States declared a state of war with Germany. There appears to be returning confidence among those who have money to spend and, as a result, architects, contractors and other interests are busier now than they have been for some time.

Reports received from practically every part of the Memphis territory indicate that substantial improvement is taking place in the condition of the cotton crop compared with a short time ago. There is still considerable backwardness, possibly two or three weeks, compared with normal, but good stands are reported, cultivation is well nigh perfect and the plants, while small, are unusually healthy. There is rather less complaint than usual of boll weevil activity. Corn is making excellent progress and, with good rains now, will come to maturity in fine shape. Owners of cut-over lands in this territory have seeded unusually large acreage to food stuff crops but they have considerable cotton, and lumber interests who own these lands are watching developments closely. Meantime much satisfaction is expressed over the promise of unusually remunerative prices for cotton this season, the price now being around 25 cents or a shade higher for middling uplands, the basis grade.

Fire of unknown origin destroyed the plant of the Columbia Package Company in New South Memphis, July 5, and burned thousands of feet of cottonwood stacked on the yards of the firm. There was no water available for fighting the flames. The loss is estimated at \$20,000 to \$25,000, partly insured. The company has been engaged in the manufacture of woodenware, tubs and candy pails here for about twelve years. It gave employment to about fifty persons.

It is announced by John Buettner, vice-president of the company, that immediate steps will be taken looking to the rebuilding of the plant.

← LOUISVILLE →

The Louisville Hardwood Club has designated two places in which it will hold its future meetings. Weather permitting, all outings will be held at Bauer's "Devil's Kitchen," and at other times the meetings will be held at the Seelbach Hotel. The last few meetings of the club that have been held have been given over principally to a general discussion of market conditions, prices, etc.

Most of the members are in an exceptionally optimistic frame of mind concerning future developments, and from the information let out at these meetings it would appear as though everyone is expecting a continuation of the present abnormal buying throughout the 1917 season at least. Some interesting stories have been told recently concerning the demand and high prices obtained for stock, and the way buyers burn the wires up grabbing offers that are made.

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WHITE AND RED OAK AND YELLOW POPLAR

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"The line that is imitated"

Jackers, Kickers, Log Stops and Loaders, Niggers, Steam Feeds, Carriages, Live Rolls, Steam Jump Saws, Trips, Edgers, Trimmers, Slashers, Concave Rolls, Conveyor Drives, Circular Cut-Off Machines, Swing Saws, Drag Saw Machines, Steam Dogs, Steam Splitters, Lath Machinery, Vertical Automatic Engines, etc.

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Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

**High Grade Plain and Qtd. White and
Red Oak, Red Gum, Sap Gum,
Cypress, Ash, Hickory, Holly, Elm,
Maple, Qtd. Sycamore, Hackberry**

WRITE FOR OUR LATEST STOCK SHEET

—Prompt Shipments of—
White and Red Oak Car Material

All Lumber Well Manufactured. Dependable Grading.

At a recent meeting of the club the body went on record as approving the appointment of Charles M. Morford, of Nashville, Tenn., as lumber purchasing agent for the navy, and sent a letter to Washington highly recommending him for appointment to the responsible position.

Several of the Louisville lumber concerns handling hardwood lumber have been supplying some of the pine also for the army cantonment at Louisville. Recently an order for 20,000,000 feet of pine was placed with the Southern Pine Association, through the Southern Pine Association Emergency Bureau, the order being placed by Mason & Hanger Company of Richmond, Ky., who have the general contract on the \$6,000,000 project. Local yard stocks of pine have about been depleted in supplying the big demand to start the work, which is now getting along nicely.

The Turner, Day & Woolworth Handle Company has recently installed two new departments, one to cut persimmon in the rough for golf club heads, and the other to manufacture textile shuttles from dogwood, maple and certain other hardwoods. The company has some big government contracts for various kinds of tool handles, such as pick, axe, shovel, hammer and hatchet handles. The scarcity of hickory and ash has been giving the company some trouble in securing requirements within the past few months.

At Monticello, Ky., the Bassett Hardware Manufacturing Company has cut out most of the hickory, and has recently decided to move its mill to Oneida, Tenn., leaving the planer and general offices at Monticello. C. L. Banks, formerly in the auto business at Louisville, recently secured a large interest in the company, and he and G. O. Bassett are planning to expand operations.

Fire breaking out in the dry room of the Southern Veneer Manufacturing Company caused a loss of about \$1,000 and has considerably handicapped the company in its work. However, repairs are being rapidly made.

The Kentucky Lumber Company, Lexington, Ky., operating mills at Burnside and Williamsburg, Ky., and Sulligent, Ala., has filed a complaint before the Interstate Commerce Commission against the St. Louis & San Francisco and other railroads, charging discrimination in freight rates in favor of Mississippi delta shippers on gum lumber. Reparation is asked. The cases in question affect shipments from the Sulligent mill.

Shortly after starting operation on the morning of June 25 the boiler at the plant of John Burkhard, Sr., hardwood manufacturer at Bloomfield, Ky., let go, resulting in the death of John Burkhard, Jr., serious damage to John Burkhard, Sr., and to Hugh Rose, an employee. The latter was rushed sixty miles to Louisville and his leg amputated at the hip. An investigation of the wreckage showed that someone had tampered with the water gauge on the boiler, resulting in low water and the explosion.

At Stearns, Ky., the Stearns Coal & Lumber Company recently put into effect a fourth war bonus amounting to about five per cent on all classes of labor, and affecting the employees of that company and also of the Kentucky & Tennessee Railway.

At a recent meeting of the Kentucky Workmen's Compensation Board at Frankfort, Ky., the case of Steve Ward and Charles Webb, against the D. E. Hewitt Lumber Company, was taken up, and the board held that jurisdiction in the matter was up to the West Virginia board. The Hewitt company operates on both sides of the Tug river, the boundary line. The two men were employed in Kentucky, and later sent to West Virginia, where the accident occurred. As the company had accepted the laws of both states, the case does not come under jurisdiction of the Kentucky board.

Surprise was registered recently when it was announced that the Broadhead-Garrett Company had permanently closed its sawmill at Clay City, Ky., after making extensive improvements in the spring. The company in the future will do its sawing at its Nada, Ky., plant, where facilities for getting logs are better, and will operate the Clay City planer.

Edwin Norman of the Norman Lumber Company recently returned from a poplar buying trip through the South. For several months the company has been having trouble in obtaining enough poplar for its requirements.

Operations were recently resumed at the plant of the Louisville Point Lumber Company, which has been down for a few weeks. The company is cutting principally ash, oak and elm at this time.

John Churchill and Smith Milton of the Churchill-Milton Lumber Company have been dividing their time between the office at Louisville and the new mill at Greenwood, Miss., there being as usual a lot of matters to look after in connection with getting the new mill running smoothly.

A visit to the entire chain of sawmills in the South has held the attention of J. G. Brown of the W. P. Brown & Sons Lumber Company for the past few days. The company's mills are all running and producing at a fast rate.

WISCONSIN

All is well in Hayward! With the recent wage increase for a number of its men, the payroll of the Willow River Lumber Company, based on monthly remuneration, recently amounted to \$15,000. Practically the entire sum remains in Hayward with prospects of the mill continuing at full capacity for several months.

By a unanimous vote the city council of Rhineclander recently passed a resolution to give the Stevens Lumber Company a bonus of \$15,000 to be used toward rebuilding the sawmill plant of the company, in that

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city, recently destroyed by fire. Erection of the new plant will begin without delay.

The Langland Lumber Company, Antigo, is placing the machinery in its new planing mill in the northern part of the city, and shipments of unplanned lumber already are being made. Five dwellings for employes are in process of construction on the grounds of the company.

Work of dismantling the Peshtigo sawmill has begun for the purpose of shipping the machinery to Phelps, to be installed in the new sawmill of the Hackley-Phelps-Bonell Company which purchased the equipment last winter to replace that of the old mill, destroyed by fire.

The Robbins Lumber Company, Rhinelander, will install a new 125-horsepower boiler and erect a one-hundred-foot stack at its plant. The order was placed with the Hunt Boiler works, Marinette.

The big mill of the Rice Lake Lumber Company, Rice Lake, has completed the winter run on hardwood and is now sawing hemlock. The demand for hardwood millwood for fuel purposes now exceeds the supply, and a number of orders remained unfilled at the close of the hardwood sawing.

G. E. Bergland, Milwaukee, who owns a sawmill at the upper end of Lake Gogebic, Ontonagon county, Michigan, is in litigatory struggle with the Victoria Mining Company in an attempt to enjoin the latter from raising the level of Lake Gogebic. Several contracts exist between the contending parties in respect of elevating water along which they both have interests.

Albert G. Johnson, Iron River, has sold his lumber stock to the Scott-Graff Lumber Company, Duluth.

The Halsted-Hughes Lumber Company, Milwaukee, has filed articles of incorporation with a capital stock of \$10,000 to engage in the wholesaling of lumber, with headquarters in the First National building. The incorporators are: T. J. Hughes, H. M. Halsted, and E. J. Patterson.

According to news dispatches from Washington, D. C., the A. Streich & Brother Company, Oshkosh, is among the concerns to which contracts have been awarded for the construction of 44,850 transport wagons for use of the new army to be raised. The contracts were let by Major General Henry G. Sharp, quartermaster general of the army, and the conveyances will cost from \$166 to \$186.61 each.

A new vertical band resaw is being installed in the mill of the Goodman Lumber Company, Goodman.

The Foster-Latimer Lumber Company, Mellen, recently received a war order for four carloads of hemlock lumber for the Rockford cantonment. The order was received recently in the hours of early morning, accompanied by directions for filling in twenty-four hours. The planing mill was placed on an all-night run and all conditions were complied with.

The state railroad commission recently decided in favor of the plaintiffs in the case of the Blackwell-Kaiser Lumber Company et al vs. the Chicago Milwaukee & St. Paul Railway Company, the Chicago, Milwaukee, St. Paul & Omaha Railway Company and the Minneapolis, St. Paul & Saulte Ste. Marie Railway Company, and ordered a reduction of three cents per hundred pounds on carloads of lumber shipments of lumber products and commodities taking the lumber rates, and shipped from Kaiser, Price county, Wisconsin, to points on the Milwaukee and Soo lines. The reduction will amount to an average of about twelve dollars on each car.

According to reports from New London, the Wisconsin Cabinet and Panel Company of that city is feeling seriously the lack of sufficient structures of domicile for its employes and under pressure of the dearth is hesitant to locate its contemplated new addition in New London. The company is an Edison interest and as such is in strong demand by all neighboring cities. A committee of New London prominent citizens is conferring with officials of the company in an attempt to bring about a solution of the residence problem.

Dust combustion in the boiler room of the Bekkedal Lumber Company's hardwood sawmill at Eddy Creek recently caused a fire that destroyed practically the whole structure. The value, \$7,000, was partly covered by insurance. The cut of the season is about half through and the firm has 25,000,000 feet of standing timber. A favoring wind saved about 5,000,000 feet of timber and 5,000 cords of wood stored in the adjoining yards.

The Hardwood Market

< CHICAGO >

Changes in the Chicago hardwood trade do not materialize with any rapidity these days except in specialized lines. In spite of more or less falling off in ordinary purchases from most common sources, the tone of the whole trade is strong and optimistic. The approach of the summer furniture shows which are being held this month, was in part responsible for lessened call from this trade, which slackness will continue through the month or until the probable trend of the furniture markets is established. There is every reason to expect though that with the conclusion of the shows there will be marked acceleration in purchases.

Building operations continue listless, mainly owing to the excessive cost

DRY STOCK FOR PROMPT SHIPMENT

BIRCH

175 M 1" FAS
110 M 1" No. 1 Com.
110 M 1" No. 2 Com.
50 M 1 1/4" FAS
50 M 1 1/2" FAS
70 M 2" No. 1 C. & Btr.
40 M 2 1/2" No. 1 C. & Btr.

RED GUM

50 M 1 1/4" No. 1 Com.
20 M 2" FAS
50 M FAS Qrt'd
25 M 2" No. 1 Com. Qtd
12 M 2" No. 1 C. & Btr. Fig.
MAPLE
20 M 2" Hard Bending

BROWN LAND & LUMBER CO.

MILLS { Rhinelander and Parish, Wis.
Helena, Arkansas.

Rhineland, Wis.

L-B QUALITY

—Kraetzer Cured—

GUM LUMBER OAK LUMBER OAK FLOORING

(The Famous Forked-Leaf Brand)

Southern Yellow Pine Unexcelled for Crating.

We have 115,000,000 feet in pile.

Accurately Manufactured, Carefully Graded, Priced Right

Long-Bell Lumber Company

R. A. Long Building

Kansas City, Mo.

The following stock is in excellent condition, ready for immediate shipment

4/4 No. 3 Elm & Ash.....	24,000
5/4 No. 3 Elm & Ash.....	35,000
6/4 No. 3 Elm & Ash.....	74,000
8/4 No. 3 Elm & Ash.....	3,000
4/4 No. 1 & Btr. Birch.....	51,000
4/4 No. 2 Birch	250,000
4/4 No. 3 Birch	202,000
5/4 No. 3 Birch	28,000
4/4 No. 3 Basswood	25,000
6/4 No. 3 Birch	8,000
4/4 No. 3 Maple	1,000,000
5/4 No. 3 Maple	387,000

Ideal
Hardwood
Sawmill



Are putting in pile every month
two and one-half million feet of
choicest Northern Michigan Hardwoods

Stack Lumber Company

Masonville, Michigan

Plain & Qtd. Red & White OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE **(MR)** RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak

comes from the same soil

CHAS. H. BARNABY

Greencastle, Indiana

of construction. There is definite evidence though that the public will get used to the big figures as it becomes accustomed to everything else, and will gradually work back into the field and bring the situation more nearly to the previous level.

◀ BUFFALO ▶

The hardwood market shows a little less activity than some weeks ago, but as a whole it is showing a fair movement and prices are maintained on a firm level. A shortage exists in some of the leading woods and the outlook for them has been good. Local assortments have become somewhat depleted, but new stock is brought in as fast as it can be found and shipments made from the mills. The latter still complain greatly of a shortage of cars, and coupled with this is the same scarcity of labor as complained of for some time. In some sections, especially the lake district, hardwood prices at the mills are so high as to be almost prohibitive.

There is not so much going on in the building trade as is sometimes the case at this season and large speculative projects appear to have been postponed. Lumbermen say that a large share of the building that is being done is in small work and in additions to factories which have been profiting by large war orders. These swell the total permits to fair proportions, but do not make up for the regular and special work that is missing.

◀ PITTSBURGH ▶

Hardwood prices everywhere are very firm. Stocks at the country mills are low. Production is badly crippled this month by the fact that men and teams are being used on the roads and on the farms where the harvest season is close at hand. Wages for teams on the roads are as high as \$7.00 per day, which is keeping many out of the woods. Demand for hardwoods from mining and manufacturing concerns is excellent. Mining companies are taking all the low-grade stock they can get. Implement and vehicle manufacturers and also automobile concerns are in the market for just as much high-grade hardwood as they can get shipped to cover their fall and winter needs. Yard trade is not so good, as it is mostly in less than carload lots.

◀ BOSTON ▶

The usual mid-summer comment of the trade to the effect that they are not able to do much business applies especially in New England at the present time; the unfilled orders on file, the hard pressure of their customers for delivery, the deficiencies of stock and transportation, the inquiries in hand and reports of heavy present and prospective requirements in this and other sections of the country are the features of the market. The decline in activity which is normal at this season becomes impossible under the conditions noted; the difficulties of the dealers tend to increase and the situation, demanding much effort and care to meet the necessary factors of safety, is rendered really serious by the added complication of advancing and uncertain quotations. The adverse conditions of the trade are banded along to the retailers and consumers and when applied to their situation opens up another avenue for the exercise of caution; the extreme measures suggested by the buying trade show the reaction upon them and has resulted in considerable speculation by the dealers as to what degree of ability will be found to stand the strain without decrease of credit. Values vary so greatly in amount and cover such short periods of time that there is very little basis for the trade to work on and the same facts render reliable observations impractical at present.

◀ BALTIMORE ▶

The lumber trade situation here seems to be in a general way unchanged, unless the continuance of the advance in prices can be called a change. The quotations are being marked up higher and higher, and no one is in a position to say that the maximum has been reached. The members of the hardwood trade are still having their troubles with the railroads, little or no improvement in the transportation situation having manifested itself. Cars are delayed or cannot be obtained at all, and many of the mills are suffering serious embarrassment as a consequence. Deliveries are rendered uncertain, and the buyers attach fully as much importance to delivery as they do to prices. In fact, it is far less a matter of price than of ability to furnish the lumber when wanted, the obstacles in the way of a ready distribution being largely responsible for the increase in prices. Those hardwood men who have the stocks and can make shipment, stand a chance to earn large profits, and some of them confidently look forward to this year being the biggest in their history. It should also be said, however, that more or less fluctuation prevails in the prices realized, much depending upon the circumstances in each individual case. The urgent necessities of one buyer may force him to pay a much higher price for lumber than is given by another with wants that can be deferred, and who is able to take advantage of conditions of supply. Freight embargoes are as much of a handicap as before, and more or less delay is experienced, Baltimore, for instance, being shut off from nearly every direction. Of course, some members of the trade appears to be far more successful than others in dealing with the railroad embargoes and car shortages, and they manage to get stocks and to ship them when others find this impossible. The demand is for all of the woods in general use, and this demand has attained such proportions that the production has become so curtailed, whichever it may

be—that the practical elimination of the foreign business no longer cuts a figure. If there are any surpluses of stocks in any direction, the difficulties of transportation stand in the way of their being diverted to sections that have need for lumber, and hence almost a scarcity is reported everywhere. Even though the high prices of materials of all kinds have tended to interfere with construction work, the requirements continue large or urgent. Much of the speculative building, which called for chestnut has been deferred, while the kind for investment, erection of homes for owners, goes on in fairly undiminished extent. This latter class of structures involves generally the use of oak instead of the cheaper wood, but in these days no wood is really cheap, the prices realized on the former low priced stocks being higher than those that prevailed under approximately normal conditions for oak and ash. Some members of the trade feel apprehensive as to the outlook and are unwilling to make forecasts even for the near future. All go ahead from day to day, taking advantage of the extraordinary margins of profit that are offered, but uncertain as to what the morrow may bring forth.

◀ COLUMBUS ▶

The hardwood trade in Ohio territory continues strong in every respect. Buying during the past fortnight has been rather active and prices have been well maintained. In fact the tone of the trade is very satisfactory to producers and jobbers, and future prospects are bright.

Buying on the part of factories is the best feature of the trade. Concerns making boxes and implements are placing larger orders and the same is true of vehicle and furniture factories. Most of the factory buying however, is for immediate needs and there is no disposition to accumulate stocks under present conditions. Automobile factories are also in the market for various items.

The retail trade is fairly active, although buying for the immediate future is now the general rule. Stocks are fair and some of the dealers are somewhat oversupplied. Building operations are more active since the Liberty Loan is off the minds of the people and banks are willing to make loans. While there is very little speculative building, several apartments and dwellings are being projected. There is also considerable factory building, especially additions.

The car situation has improved to a large degree and shipments are now coming out better. Dry stocks at the mills show a decrease as a result of the better transportation facilities. Collections are good, as money is generally easy.

Quartered oak is strong, and there is a good demand for plain oak at unchanged prices. Poplar is moving well and the lower grades are specially strong. Ash, basswood, chestnut and other hardwoods rule firm.

◀ CINCINNATI ▶

A slight betterment in the car situation has had a salutary effect upon the hardwood business in this section. The demand still is considerably in advance of the supply, due as much to the car situation as the actual shortage of stocks, but the general tone of the market is much better, much of the sluggishness which so characterized the situation some weeks ago having disappeared. Hardwood lumbermen here are practically united in the opinion that with a little more leeway in shipping facilities, the present market would be all that could be desired. There has been a rather pronounced revival in business toward the seaboard through the betterment in the car situation and the lifting of numerous embargoes against lumber, and with this wedge, lumbermen are exerting all their strength in bringing back conditions to as near normal as possible, especially in view of the fact that the local market is governed to no slight degree by conditions in the eastern markets. One of the most encouraging features is the gradual opening up again of the building industry. Builders and contractors are finding it somewhat easier to get supplies, and while prices still are high and in many cases going higher, there has been considerably more activity noted in this industry during the past couple weeks. The conservatism displayed by the individual home builder, however, has not disappeared, and new subdivisions, wherein the contractor gets his big business, are not flourishing. The war is directly responsible for the local boom in the lower grades of gum and other wood suitable for boxes and crating, the heavy demand coming from the box manufacturers to meet the enormous call for immediate delivery of boxes and crates suitable for ammunition. The vehicle and implement manufacturers also are in the market for whatever suitable lumber can be found, their demands being the heaviest for a long time. Oak, hickory and elm are in heavy request. Ash is in heavy request, select stock bring highest prices. Some advices state that ash is bringing at times \$50 at the mills. The millwork concerns are displaying more activity than a while back, the call for sash, doors and blinds being considerably heavier than a few weeks ago. The coopers are in the market a little heavier than usual recently.

◀ CLEVELAND ▶

Some hardwood is scarce in the Cleveland market and some is plentiful, but the prices of all are uniformly high. Oak and maple flooring continue scarce and the price is tending upward. There is great demand for ash and maple for automobile truck bodies. The anticipated military orders have begun to put in an appearance.

The outlook in the building trades seems to depend more on the lumber

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

**Prompt Shipment, and
Guaranteed Inspection**

FRANK PURCELL

515 Dwight Building, KANSAS CITY, MO.



Payson Smith Lumber Co
MINNEAPOLIS, MINN

FOR QUICK SHIPMENT

Northern Stock

BIRCH

3 cars..1" Com. & Bet. Red
2 cars.....1" No. 2 Com.
6 cars,
1 1/2" No. 1 Com. & Bet.

8 cars.....1 1/2" No. 3 Com. & Bet.
3 cars.....2" No. 2 & Bet.

SOFT ELM

1 car.....1 1/2" No. 2 & Bet.
1 car.....1 1/2" No. 3 Com.

HARD MAPLE

2 cars.....1" No. 2 & Bet.
2 cars.....1" No. 3 Com.
3 cars.....2" No. 2 & Bet.

Prices Right
Stocks Better
Service Best

Southern Stock

RED OAK

2 cars.....3/4 Com. & Bet. Plain
1 car.....4/4 No. 2 & Bet. Plain

WHITE OAK

1 car.....2" No. 2 & Bet. Plain

Payson Smith Lumber Co.

MINNEAPOLIS, MINN.

CHICAGO OFFICE
1665 Old Colony Bldg. J. C. Moffat, Rep.

DETROIT OFFICE
Henry Clay Hotel. P. M. Youngblood, Rep.





Oak Maple Chestnut

Manufacturers and Dealers

—in—

West Virginia and Southern
HARDWOODS

The Atlas Lumber & Mfg. Co.
Union Trust Building, CINCINNATI, OHIO

BLISS-COOK OAK CO.

BLISSVILLE, ARK.

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior
Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried
or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

Lidgerwood Portable Skidders and Loaders



Ground & Overhead Systems

We build various sizes and types of these machines
to meet requirements of every logging operation

LIDGERWOOD MFG. COMPANY

Originators of Ground and Overhead Steam Logging Machinery

CHICAGO 96 Liberty Street, NEW YORK SEATTLE
New Orleans, Wash., D. C., Ltd.
Canada: Canadian American Lumber Co., Ltd., Toronto

market than the lumber market on the building demand. The housing situation is acute and builders are complaining to Washington that shipments are so slow that much building is being held up or abandoned altogether. This is especially the case with wood arriving from the south, including cypress. Stocks, while ample for the present, are not being filled as fast as they are being used, and prices continue firm, with a tendency to rise.

Retailers are inclined to blame the wholesalers for holding material at such high prices that many building projects are being abandoned, although they are greatly needed.

Box and cooperage stocks seem plentiful and are constantly being added to, as most of the material comes from up the lake by water. Prices, however, are on the rise. The larger barrel and box manufacturers are fortunate in having their own boats to bring the material.

The hemlock market has strengthened on top of a recent rise of \$2 and continues strong. Demand is good and the stocks short on account of the mills being sold up for requirements in other quarters.

Transit cars sent south some time ago by the Interstate Commerce Commission are becoming rapidly used up, and little help is expected for short stocks, which depend upon the South for replenishing. The dubious outlook in the traffic conditions is said to account for the close holding of stocks already on hand.

< INDIANAPOLIS >

Strength features all departments of the hardwood market, but the mills throughout central Indiana are not as busy as they have been. Prices are high and firm and the trade expects that high prices will prevail during the remainder of the year.

Hardwood manufacturers believe that a conclusion of the war or the continuation of the war will have very little immediate bearing on the demand for their products. Inquiries now being received from the manufacturers of motor trucks, vehicles, and farm machinery indicate that government demands will support the current market strength. When peace is restored the trade expects an unusual demand for other purposes. Future business prospects are encouraging.

Improved transportation facilities are reported generally, yet the demand for cars is heavier than the supply. Large shippers, however, report that remarkable headway is being made in relieving traffic congestion.

The demand from the factory trade is fair, gum, oak, chestnut, and ash being in good demand. There is also a fair call for poplar. One of the surprises of the present market situation is the demand from the building trades. The value of building operations last month was \$720,000, as compared with \$779,792 for June of last year, or a loss for last month of \$59,087. The month of June, 1916 set a high record for building operations in Indianapolis and the trade is surprised to see the record almost equalled when all kinds of building materials are so high. The value of building operations for the first half of the year was \$4,122,898, as compared with \$4,161,705 during the corresponding period of last year or a loss of only \$38,807.

< EVANSVILLE >

During the past ten days or two weeks hardwood lumber manufacturers of Evansville and southern Indiana have enjoyed a very good trade, orders and inquiries coming in nicely. While business is not booming, things have been moving along very well and manufacturers state that this year will bring in as large a volume of trade as last year. At present the scarcity of logs is worrying manufacturers more than any other one thing and because of the log scarcity several of the mills in this city and vicinity have been forced to close down. Most of the river mills here are closed. The men in Tennessee, Arkansas and other southern states who get out logs have been busy for the past month or two attending to their crops and it may be several weeks before they can leave their crops to get out any logs. To overcome the log scarcity, Maley & Wirtz have taken options on two timbered tracts near Paducah, Ky., one in southern Illinois, one near the Tennessee state line a short distance below Guthrie, Ky., and several in southern Indiana and it is expected some, if not all of these options will be closed. General trade conditions are good. Lumber prices are holding up well and there is no disposition on the part of the manufacturer or retailer to cut or slash prices. There is an unusually strong demand for No. 2 beech and a great deal of it is being sold to the federal government for cots for the soldiers. Ash, elm and plain white oak are in strong demand. The demand for hickory and the lower grades of poplar is also fairly good. Quartered sycamore is not moving so briskly as it was a few weeks ago and walnut is in fair demand only. Cottonwood is fair. The various wood consuming plants in southern Indiana and western Kentucky continue to run on full time and in some instances the furniture factories are being operated over-time. Sash and door men say business is fair.

< MEMPHIS >

The hardwood market is in a strong position for the reason that demand is large and offerings small. There is more demand now for southern hardwoods, practically without regard to grade or kind, than at any time of the year, and, as for prices, they are higher

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

than at any time since the upward movement began, and in some instances they are higher than they had ever been. Buyers appear to realize the acuteness of the situation created by the big demand and the relatively small supply and they are placing orders by wire because they have found that every day of delay has meant either loss of the chance to buy, or the payment of a higher price. Manufacturers and distributors of lumber, emphasize that telegrams furnish the most reliable method of securing lumber, and that quotations are subject to advance without notice.

"Every time I sell lumber during the day, I go home with regrets that evening." That is the way one prominent manufacturer has of emphasizing the strength of the market. With the present shortage of stocks and the reduced output of the past few months, the market is destined to work to a still higher level. Some have sold all they care to sell for the present. Others have sold all they are able to manufacture for the immediate future and still others are indifferent about whether they sell or not.

There is not a dull item on the entire hardwood list. There is not a grade of any kind of lumber that is not wanted. Gum occupies an enviable position and the same is true of oak, cottonwood, ash and cypress, hickory and elm.

◀ LOUISVILLE ▶

If it isn't car shortage, it's price or something, but the hardwood industry never seems to get everything running right at the same time. The car shortage has improved materially within the past month, and prices and demand are better than ever before known, but now labor is getting so scarce that many of the mills are having trouble in manufacturing, the chief trouble being in getting out the logs and getting them to the mills. Manufacturing at present is largely a matter of labor, as all of the operators have orders on hand and are able to sell all the material they can cut as soon as it is dry enough to ship. Some hardwoods are being shipped practically green, elm selling direct from the saw. The demand for thick stocks of such woods as oak, hickory, elm, ash, gum and poplar was never known to be anything like what it is at this time, and walnut, mahogany, birch and maple are active. Beech has also been a good seller, and nothing is wrong with the veneer trade, especially in the better grades. While the furniture manufacturers are not so busy as they were, there is still a good demand for high class material. The thick stocks are chiefly for supplying war orders on trucks, automobiles, wheels, etc. Walnut is also in good demand for gunstocks, and gum is also being used for this purpose. The demand for lumber extends to every item. Pine and cypress are wanted, and buyers are scouring the market for poplar and ash.

◀ ST. LOUIS ▶

The hardwood situation is just about the same as it has been for some time. The demand for nearly every item on the hardwood list is fairly satisfactory, with prices pretty strong, as holders of hardwood lumber are quite independent about selling, because they believe higher prices are in sight. Gum and oak are the leading items on the list, with gum having the preference. They are being called for rather freely. The higher grade is in particularly good request. Ash and hickory are also reported in good demand. It is hard to obtain both of these items. The railroads are doing a little better in furnishing cars to move stock and some of the mills are catching up on orders in consequence. The cypress market continues strong. It looks as if the yards, which have not been doing much buying recently, will soon come into the market. Prices are steady with an advancing tendency. Two inch and thicker stock is advancing in price and this class of cypress is more in demand than it was. While line yards are making a great many inquiries, they are not placing orders as they should, but no doubt will as soon as the demand from the consumers increases.

◀ MILWAUKEE ▶

Although lumber centers in Wisconsin reports a slight decline in the demand for construction woods, commercial materials for all industrial products are desired to a degree approaching covetousness. No particular change has marked the price lists during the past few weeks. All divisions remain firm, and with prospects of several large war orders hovering over the order files of a number of concerns, sentiment is bullish respecting price.

A report from the state industrial commission pointing out that lumbering is among the industries in which accidents have been on the increase is of great concern to Wisconsin lumbermen and every effort will be made to check the climbing percentage of accidents in the various occupations. Up to the present time there have been thirty per cent more accidents in Wisconsin this year than during the corresponding months of 1916.

The labor problem still confronts the woodworking industry. Every firm which depends in a large measure for its success on labor is striving to make life comfortable for its workers. The Wausau Sulphite Fibre Company, of Mosinee, is having plans drawn for a big clubhouse for its employees, as are a number of other large concerns about the state.

Women are coming into greater favor to fill places formerly occupied by men in wood products plants.

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 2½" No. 1 Common Poplar; 1 car 5¼ FAS Plain Red Oak, dry, 2 cars 6¼ FAS Plain Red Oak, dry; 1 car 4¼ No. 1 Common Qld Red Oak; 1 car No. 1 Common Ash and 3 cars 6¼ Com. & Better Hickory.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

Mutual Fire Insurance

Best Indemnity at Lowest Net Cost
Can Be Obtained From

The Lumber Mutual Fire Insurance Company,	Boston, Mass.
The Lumbermen's Mutual Insurance Company	Mansfield, Ohio.
The Pennsylvania Lumbermen's Mutual Fire Insurance Company,	Philadelphia, Pa.
The Indiana Lumbermen's Mutual Insurance Company,	Indianapolis, Ind.
The Central Manufacturers' Mutual Insurance Company,	Van Wert, Ohio

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties
OAK, MAPLE, CYPRESS, POPLAR
Milwaukee, Wisconsin

CLASSIFIED ADVERTISEMENTS

Advertisements will be inserted in this section at the following rates:

For one insertion.....25c a line
For two insertions.....40c a line
For three insertions.....55c a line
For four insertions.....65c a line

Eight words of ordinary length make one line.
Heading counts as two lines.
No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYMENT WANTED

MANUFACTURERS-WHOLESALEERS-EMPLOYERS

When you want good Salesmen, write the Empire State Association of Lumber, Sash & Door Salesmen, J. H. RUMBOLD, Sec'y, North Tonawanda, N. Y.

WANTED-POSITION

Selling hardwoods by man of long experience. Address, "BOX 70," care HARDWOOD RECORD

LOGS WANTED

WANTED CHERRY LOGS AND LUMBER

WARREN ROSS LUMBER CO., Jamestown, N. Y.

WANTED-BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER WANTED

WE WANT TO PURCHASE

5,000 to 8,000 acres virgin hardwood timber, either in fee or on stumpage basis, preferably in Arkansas, with or without sawmill. Give full information as to location, prices and terms in first letter. Address "BOX 68," care Hardwood Record.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,
Forest Engineer,

East Tennessee Bank Bldg.,
Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,
Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. LAUDERBURN, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

WANTED-BOX LUMBER

4/4, 5/4, 6/4 in White Pine, Yellow Pine, Poplar, Basswood, Chestnut, Spruce or Hemlock, both rough, dressed and resawn. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

MANUFACTURERS-TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.
R. H. CATLIN CO.
Equitable Bldg., Wilmington, Del.

WE ARE IN THE MARKET

for 4/4 1s & 2s and 4/4 Select Cypress. THE WALNUT LUMBER CO., Indianapolis, Ind.

WANTED-WHITE PINE

Log run, all thicknesses. Send us your list of dry stock and best cash prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED FOR CASH

2" and heavier Oak, Ind., Mich., Ohio or W. Va. JOHN I. SHAFER HDWD. CO., South Bend, Ind.

WANTED BLACK WALNUT

1" thick, 1x8" and up wide by 8' and over long in 1 & 2s also selects. In lots of 500 ft. or more. Pay cash. E. L. EDWARDS LBR. CO., Dayton, O.

WANTED

White Oak timbers, also all grades of White and Red Oak, Poplar, Chestnut, etc. Send us your stock list and prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

CLEAR DIMENSION STOCK

PLAIN WHITE OAK

2"x4 1/2"x44"
1 1/2"x1 1/2"x37"
2"x2"x40"

HARD OR SOFT MAPLE

1"x5"x17"	3/4"x5"x17"
1"x6"x17"	3/4"x6"x17"
1"x2 1/2"x20"	3/4"x2 1/2"x20"
1 1/4"x3 1/2"x19"	3/4"x8 1/4"x19 1/2"
1 1/2"x2 1/4"x18 1/2"	3/4"x6 1/4"x15"

PINE, HEMLOCK, BASSWOOD, POPLAR, GUM, SOFT MAPLE

3/4"x1 3/4".
18", 22 1/2", 23 1/2", 25, 25 1/2", 51 1/2", 55 1/2".
4"x26 1/2".

WISCONSIN CABINET & PANEL CO.,
New London, Wis.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

LUMBER FOR SALE

FOR SALE-ITALIAN WALNUT

Some 1 1/2" selected. G. W. MURR & CO. LTD.,
Market St., E. Winnipeg

FOR SALE-ABOUT 5,000 PIECES

of thoroly dried maple, mostly soft, 1 1/2" thick, 3 1/4" wide, 31" long. Could make immediate shipment. STEELE-ALDERFER COMPANY, Cuyahoga Falls, O.

VENEERS WANTED

WANTED

1/20 rotary cut plain White Oak Veneers in dimension and log run; also 1/20 sliced cut and sawed Quartered White Oak Veneers in small figured stock. Address LEOPOLD DESK CO., Burlington, Iowa.

MACHINERY FOR SALE

FOR SALE

1 latest improved Wickes No. 10 52" gang, complete with saws and filing equipment. 1 Kilgore cent crane, steam board flippers. GOODMAN LUMBER CO., Goodman, Wis.

FOR SALE-142" WHITNEY SCRAPER

In good condition. Price reasonable. LEOPOLD DESK CO., Burlington, Iowa.

FOR SALE-60 NEW AND UNUSED

1 1/2-inch rigid post hangers, 38 very slightly used 36-inch by 6-inch grate bars, 5/8-inch hole, 1-inch web, suitable for shavings or slack coal. Further particulars can be secured from CHICAGO VENEER COMPANY, Clarendon, Ark.

FOR SALE

1 combination ground and overhead skidder. First-class condition. Address "BOX 65," care HARDWOOD RECORD.

FOR SALE-25,000 CAPACITY

Saw and Planer Mill, all in good running order. LONDON LBR. CO., Mist, Ark.

RAILWAY EQUIPMENT WANTED

WANT TO PURCHASE

40 logging and flat cars, 42" gauge. C. L. RITTER LBR. CO., Huntington, W. Va.

Loans on Timberland

We have internationally recognized facilities based on 37 years' experience in timberland and lumber matters. Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES D. LACEY
LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

WANTED

4 to 5 miles forty pound relaying rail. Quote best price and terms delivered Morehead, Ky. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

DIMENSION STOCK WANTED**WANTED TO BUY**

- 2 cars 2x2 30" clear Oak
- 1 car 2x2-19" clear Oak
- 1 car 2 1/2 x 2 1/2-30" clear Oak
- 1 car 2 1/2 x 2 1/2-30" clear Gum

We are always in the market for oak plow handle strips, bolsters, poles, reaches and other dimension stock

PROBST LBR. CO., Cincinnati, Ohio

WANTED SEVERAL CARS

of squares 1"x1" 42" long. Beech, Birch and hard and soft Maple. INDIANA WOOD PRODUCTS CO., Spencer, Ind.

WANTED—CLEAR OAK DIMENSION

1 1/2", 1 5/8", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

WANTED

2 1/2 x 2 1/2-30" or 31" dry Oak Squares. GRAHAM MFG. CO., Franklin, Ind.

BUSINESS OPPORTUNITIES**WISCONSIN & NORTHER R. R.**

solicits correspondence with responsible lumbering firms who are looking for a sawmill location. Territory carries enough virgin timber to supply mills for several years. Choice sites; good logging conditions. For particulars write,

HARRY PETERSON.

Industrial Dept. Wis. & Nor. R. R. Oshkosh, Wis.

FOR SALE—ENTIRE SOUTHERN HARDWOOD PLANT

ready for immediate operation, in fact, standing just as it was when closed down.

The Huntsville Lumber Company offers for sale its entire plant with mill site of 14 1/4 acres, modern band sawmill, hardwood flooring plant, modern dry kilns, flooring sheds, bars, power plant, residences and office building. The plant is well located on the Tennessee River and on the L. & N. and Southern railways.

This is an unusual opportunity to acquire a splendid operation. Write promptly to the HUNTSVILLE LUMBER CO., Decatur, Ala.

MILL CAPACITY 16,000 FEET DAILY

2,200 acres bearing \$6,000 Hickory and Black Locust, 4,500,000 feet White Oak; 5 mule teams; two miles tram line; steam skidder. Main line K. C. S., 400 miles from Kansas City. Station and postoffice at mill. 30,000,000 ft. purchasable oak stumpage close by. For terms apply C. BRAINERD, Hatton, Ark.

HARDWOODS FOR SALE

LUMBER

ASH

NO. 2 C. white, 8/4, usual width. and lgth., 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 5/4", COM. & BTR., black, 4/4. HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
NO. 2 C. 8/4, 10/4 & 12/4", reg. width. & lgth., dry. NICKEY BROS., Memphis, Tenn.
LOG RUN 4/4", reg. width. & lgth., 4 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

NO. 1 C. 5/8", reg. width. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.
FAS 5/4", 6" and up, 8 to 10', dry; FAS 6/4", 10 to 12", reg. lgth., dry; FAS 4/4", 5/4" & 8/4, 12" & up, reg. lgth., dry. RIEL-KADEL LUMBER CO., Memphis, Tenn.
FAS 12/4", 12" & up, 8 to 16', 8 mos. dry. JAMES E. STARK & CO., Memphis, Tenn.

BASSWOOD

FAS & NO. 1 C. 6/4"; NO. 2 C. 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. 10/4", mostly 5 to 7" wide, usual lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. & BTR. 4/4", 10 & 12'; NO. 2 C. & BTR. 5/4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

BEECH

LOG RUN, NO. 2 C. & BTR. 6/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

BIRCH

NO. 1 & NO. 2 C. 5/4"; FAS, selected red, 6/4" & 8/4"; NO. 1 C. & NO. 3 C. 6/4"; FAS, unsel., 8/4"; 2 FACE STRIPS 1x4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

CEDAR

BDS. DIM., Tenn. aromatic red. GEORGE C. BROWN & CO., Memphis, Tenn.

CHERRY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.
LOG RUN 4/4", ran. width. & lgth., 1 yr. dry. J. V. STIMSON, Huntingburg, Ind.
FAS 5/4", 10" & up wide, std. lgth., largely 14 & 16", 2 yrs. dry. YEAGER LBR. CO., INC., Buffalo, N. Y.

CHESTNUT

SD. WORMY & NO. 2 C. 4/4" & 6/4". ATLAS LBR. & MFG. CO., Cincinnati, O.
FAS & NO. 1 C. both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. 4/4 to 8/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. 6/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS & NO. 1 C. 4/4". W. O. KING & CO., Chicago, Ill.

FAS 4/4 & 6/4", good widths. and lgths., 6 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4 to 8/4", 6" & up, std. lgth., 18 mos. dry; NO. 1 C. 4/4 to 8/4", 4" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., INC., Buffalo, N. Y.

CHITTUM

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

COTTONWOOD

FAS, NO. 1 C. & NO. 2 C., all 4/4", 4 mos. dry. BROWN & HACKNEY, INC., Memphis, Tenn.

BOXBOARDS 4/4", 9 to 17", 12 to 16', 3 mos. dry. JAMES E. STARK & CO., Memphis, Tenn.

NO. 1 & 2 C. 4/4", 3" & up, std. lgth., 1 mo. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

CYPRESS

SELECT & NO. 1 SHOP, both 6/4", reg. width. & lgth., 3 mos. dry. F. T. DOOLEY LBR. CO., Memphis, Tenn.

ELM—SOFT

LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

NO. 1 C. & BTR. 6/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 1 C. & BTR. 12/4", ran. width. & lgth., 4 mos. dry. J. V. STIMSON, Huntingburg, Ind.

ALL thicknesses cut to order. GEORGE C. BROWN & CO., Memphis, Tenn.

LOG RUN 12/4", 4" & wider, 40% or more 14 & 16", 1 mo. dry. GOODLANDER-ROBERTSON LBR. CO., Memphis, Tenn.

NO. 2 C. & BTR. 4/4 & 12/4", dry. RIEL-KADEL LUMBER CO., Memphis, Tenn.

LOG RUN 10/4, 12/4 & 16/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

LOG RUN 4/4 & 12/4", 3" & up, std. lgth., 2 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

GUM—SAP

NO. 1 C. 4/4". ATLAS LBR. & MFG. CO., Cincinnati, O.

NO. 1 C. & NO. 2 C. both 5/4". COULSON LUMBER CO., Memphis, Tenn.

FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.

LOG RUN 4/4", ran. width. & lgth., 10 mos. dry. J. V. STIMSON, Huntingburg, Ind.

FAS 4/4", reg. width. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 1 C. 4/4". W. R. WILLETT LBR. CO., Louisville, Ky.

FAS 4/4", 13" to 17". ANDERSON-TULLY COMPANY, Memphis, Tenn.

FAS, NO. 1 C. & NO. 2 C., all 5/8", 3 mos. dry; BOX BOARDS, 4/4, 9" to 12", 9 mos. dry; FAS, NO. 1 C. & NO. 2 C., all 4/4", 5

mos. dry. J. H. BONNER & SONS, Memphis, Tenn.

NO. 2 C. 4/4 & 5/4", 6 mos. dry. BROWN & HACKNEY, INC., Memphis, Tenn.

FAS 5/8", 18 to 23". R. J. DARNELL, INC., Memphis, Tenn.

NO. 2 C. 4/4", 4" & wider, 70% or more 14 & 16", 3 mos. dry. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.

FAS 4/4". MAY BROTHERS, Memphis, Tenn.

FAS & NO. 1 C., both 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

FAS 4/4", 6" & up, std. lgths., 3 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 1 C. 6/4", reg. widths., 60% 14 & 16", 8 mos. dry. J. W. WHEELER & CO., Memphis, Tenn.

GUM—PLAIN RED

NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

FAS & NO. 1 C., FIG., 4/4". ANDERSON-TULLY CO., Memphis, Tenn.

NO. 1 C. 4/4 & 5/4", 6 mos. dry. J. H. BONNER & SONS, Memphis, Tenn.

ALL grades and thicknesses, unselected, selected red and figured. GEORGE C. BROWN & CO., Memphis, Tenn.

FAS 3/4 & 4/4", reg. width., 60% 14 & 16", 6 mos. dry. J. W. WHEELER & CO., Memphis, Tenn.

GUM—BLACK

LOG RUN 4/4". W. Va. stock. ATLAS LBR. & MFG. CO., Cincinnati, O.

GUM—QUARTERED RED

NO. 1 C. & BTR. 8/4", sap no defect. ATLAS LBR. & MFG. CO., Cincinnati, O.

COM. & BTR. 4/4", ran. width. & lgth., 8 to 12 mos. dry, sliced bds., highly fig. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS FIG. 4/4", reg. width. & lgth., dry; COM. & BTR. 3/4 & 5/8", reg. width. & lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

NO. 1 C. & BTR. 4/4", ran. width. & lgth., 14 mos. dry. J. V. STIMSON, Huntingburg, Ind.

NO. 1 C. & BTR. 4/4" & 10/4", reg. width. & lgth., dry. SWAIN-ROACH LBR. CO., Seymour, Ind.

FAS 4/4", reg. width. & lgth., 6 mos. dry. BELLGRADE LUMBER CO., Memphis, Tenn.

FAS & NO. 1 C. 8/4", 6 mos. dry. J. H. BONNER & SONS, Memphis, Tenn.

FAS & NO. 1 C. 8/4", 6 mos. dry. BROWN & HACKNEY, INC., Memphis, Tenn.

FAS & NO. 1 C. 4/4". R. J. DARNELL, INC., Memphis, Tenn.

FAS 8/4". MAY BROTHERS, Memphis, Tenn.

FAS & NO. 1 C. 4/4". J. V. STIMSON HARDWOOD COMPANY, Memphis, Tenn.

NO. 1 C. & BTR. 8/4", reg. width., 60% 14 & 16", 8 mos. dry; NO. 1 C. 4/4", 60% 14 & 16", 6 mos. dry. J. W. WHEELER & CO., Memphis, Tenn.

HARDWOODS FOR SALE

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
LOG RUN 4/4", reg. width. & lgth., 8 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
NO. 1 C. & BTR. 10/4", 12/4", 14/4" & 16/4", ran. width. & lgth., 4 mos. dry. J. V. STIMSON, Huntingburg, Ind.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.
CLR. SQUARES (Honduras), 4/4", 3 1/2 x 3 1/2", 2 yrs. dry. JAMES E. STARK & CO., Memphis, Tenn.

MAPLE—HARD

FAS 4/4" & 12/4", good width., 50% 14 & 16', 2 yrs. dry; NO. 1 C. 4/4", good width., 50% 14 & 16', 2 yrs. dry. ATLANTIC LBR. CO., Buffalo, N. Y.
FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. & BTR. 4/4 & 5/4", usual width. and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. & BTR. 8/4, 10/4 & 12/4"; NO. 1 C. & BTR. 8/4", end-dried, white. W. O. KING & CO., Chicago, Ill.
NO. 1 C. & NO. 2 C. 5/4"; NO. 1 C. & BTR. 6/4 & 8/4"; NO. 2 C. 8/4". MASON-DONALDSON LBR. CO., Rhineland, Wis.

MAPLE—SOFT

NO. 1 C. 4/4", good width., 50% 14 & 16', 2 yrs. dry. ATLANTIC LBR. CO., Buffalo, N. Y.

OAK—PLAIN RED

COM. & BTR. 5/8 & 3/4"; FAS 5/8 & 6/4; NO. 1 C. 5/8", 5/4, 6/4 & 8/4; NO. 2 C. 3/8 & 5/8"; COFFIN BDS. 5/8, 3/4 & 4/4"; SOUND WORMY 4/4", all reg. width. & lgth. ANDERSON-TULLY COMPANY, Memphis, Tenn.
COM. & BTR. 3/4", reg. width. & lgth., 6 mos. dry; FAS 4/4", reg. width. & lgth., 6 mos. dry. BELLGRADE LUMBER CO., Memphis, Tenn.
NO. 1 C. 5/4 & 6/4", reg. width. & lgth., 6 mos. dry. F. T. DOOLEY LUMBER CO., Memphis, Tenn.
NO. 1 & 2 C., both 4/4", 4" & wider, 40% or more 14 & 16', 8 mos. dry; NO. 1 & 2 C., both 8/4", 4" & wider, 40% or more 14 & 16', 6 mos. dry. GOODLANDER-ROBERTSON LBR. CO., Memphis, Tenn.
FAS & NO. 1 C. 5/8"; FAS & SOUND WORMY 5/4". MAY BROTHERS, Memphis, Tenn.
FAS 5/4", 11-15 Step Plank. MOSSMAN LUMBER CO., Memphis, Tenn.
NO. 1 C. 3/4", 4" & up, 14 to 16', 8 mos. dry. JAMES E. STARK & CO., Memphis, Tenn.
NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.
FAS 4/4", 6" & up, std. lgth., 3 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.
NO. 1 C. 4/4 & 5/4", good width., 50% 14 & 16', 2 yrs. dry. ATLANTIC LBR. CO., Buffalo, N. Y.
NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
FAS 10/4", usual width. and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. & NO. 2 C. both 4/4". COULSON LUMBER CO., Memphis, Tenn.
NO. 1 C. 4/4", 18 mos. dry; NO. 2 C. 5/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.
FAS 4/4", reg. width. & lgth., 6 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
FAS 4/4", 50% or more 14 & 16', kiln dried. W. R. WILLETT LUMBER CO., Louisville, Ky.
FAS 4/4 to 16/4", 6" & up, std. lgth., 18 mos. dry; NO. 1 C. 4/4 to 16/4", 4" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., INC., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

FAS AND NO. 1 C. both 3/4", reg. width. & lgth., dry; CLEAR STRIPS 4/4", 2 1/2-3 1/2" and 4-5 1/2", both reg. lgth., dry. NICKEY BROS., Memphis, Tenn.

CLEAR STRIPS 4/4", 2 1/2 to 4 1/2", ran. lgth., 14 mos. dry; COM. STRIPS, 4/4", 2 to 4", ran. lgth., 16 mos. dry. J. V. STIMSON, Huntingburg, Ind.

NO. 1 C. & BTR. 4/4, reg. width. lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.
FAS & NO. 1 C. 5/4", reg. width. & lgth., 8 mos. dry. F. T. DOOLEY LUMBER CO., Memphis, Tenn.

FAS 3/4" & 5/4"; NO. 1 C. 3/4" & 5/4". MAY BROTHERS, Memphis, Tenn.
FAS, NO. 1 C. & NO. 2 C., all 4/4". MOSSMAN LUMBER CO., Memphis, Tenn.
FAS & NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.
NO. 1 C. 4/4", 4" & up, std. lgth., 3 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

OAK—PLAIN WHITE

NO. 1 C. 5/4", good width., 50% 14 & 16', 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
NO. 1 & NO. 2 C. both 4/4". COULSON LUMBER CO., Memphis, Tenn.
NO. 1 C. 12/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
NO. 1 C. 8/4, 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
FAS 4/4", good widths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
FAS 4/4", reg. width. & lgth., 6 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
FAS 4/4", 50% or more 14 & 16'. W. R. WILLETT LUMBER CO., Louisville, Ky.
ALL grades 4/4 to 6x6", reg. width., std. lgth., 18 mos. dry. YEAGER LUMBER CO., INC., Buffalo, N. Y.
FAS 5/4 & 8/4"; NO. 1 C. 5/4 & 8/4"; NO. 2 C. 5/4". ANDERSON-TULLY CO., Memphis, Tenn.

FAS 4/4", reg. width. & lgth., 6 mos. dry. BELLGRADE LUMBER CO., Memphis, Tenn.
NO. 1 & 2 C., 8 mos. dry. BROWN & HACKNEY, INC., Memphis, Tenn.
FAS & NO. 1 C. 5/4", reg. width. & lgth., 6 mos. dry; FAS & NO. 1 C. 8/4", reg. width. & lgth., 8 mos. dry. F. T. DOOLEY LBR. CO., Memphis, Tenn.
NO. 1 C. 1/2", 5/8, 3/4 & 5/4. MOSSMAN LUMBER CO., Memphis, Tenn.
NO. 1 C. 4/4", 4" & up, 4 to 16', 1 yr. dry. JAMES E. STARK & CO., Memphis, Tenn.
NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.
NO. 1 C. 4/4", 4" & up, std. lgth., 3 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

OAK—QUARTERED WHITE

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.
FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
FAS 4/4 & 6/4". W. O. KING & CO., Chicago, Ill.
FAS 4/4", reg. width. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. widths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
FAS 3/4, 4/4, 3/8 & 5/8", reg. width. & lgth., dry; FAS 4/4", 12" & up, reg. lgth., dry; NO. 1 C. 1/2, 5/8, 3/4 & 6/4", reg. width. & lgth., dry; COM. & BTR., 1/4", reg. width. & lgth., dry; CLEAR STRIPS, 4/3", 2 1/2, 3 & 3 1/2". ran. lgth., dry. NICKEY BROS., Memphis, Tenn.
NO. 2 C. 4/4", reg. width. & lgth., 8 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
CLEAR STRIPS, 4/4". 1/2, 2, 3 & 3 1/2". ran. lgth., 1 yr. dry; CLEAR STRIPS 4/4", 2 1/2 to 4 1/2", ran. lgth., 16 mos. dry; COM. STRIPS 4/4", 2 to 4", ran. lgth., 2 mos. dry. J. V. STIMSON, Huntingburg, Ind.
ALL grades 5/8" to 12/4", reg. width., std. lgth., 18 mos. dry. YEAGER LUMBER CO., INC., Buffalo, N. Y.
FAS 3/8, 5/4 & 6/4"; COM. & BTR. 1/2"; NO. 1 C. 4/4, 5/4 & 6/4; NO. 2 C. 4/4; STRIPS 4/4". ANDERSON-TULLY CO., Memphis, Tenn.
NO. 1 C. 4/4", 6 mos. dry. BELLGRADE LUMBER CO., Memphis, Tenn.
FAS 4/4 & 5/4", 6 mos. dry; NO. 1 C. 4/4 & 5/4", 6 mos. dry; NO. 1 C. STRIPS 4/4", 2" & up, 6 mos. dry. BROWN & HACKNEY, INC., Memphis, Tenn.

FAS 3/4", 6" & up; NO. 1 C. 1/4, 3/8 & 5/8". R. J. DARNELL, INC., Memphis, Tenn.
FAS 5/4 & 6/4"; FAS 4/4", 6" & wider, reg. lgth., 1 yr. dry. F. T. DOOLEY LBR. CO., Memphis, Tenn.
FAS 4/4", 6" & wider, 40% or more 14 & 16', 8 mos. dry. GOODLANDER-ROBERTSON LBR. CO., Memphis, Tenn.
NO. 1 C. 5/8", 4/4", 5/4", 6/4 & 8/4; F. 6/4 & 8/4". MAY BROTHERS, Memphis, Tenn.
FAS 1/2" & 5/4; SOUND WORMY CLR. STRIPS 4/4", 2 1/2 to 3", sap no MOSSMAN LUMBER CO., Memphis, Tenn.
FAS 3/8", 6" & up, 8 to 16', 6 mos. JAMES T. STARK & CO., Memphis, Tenn.
FAS & NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.
FAS 4/4", 6" & up, std. lgth., dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

OAK—MISCELLANEOUS

NO. 2 C. 4/4"; SD. WORMY, COM. & BTR. 8/4". ATLAS LBR. & MFG. CO., Cincinnati, O.
CROSSING PLANK, R & W., 12/4", reg. width. & lgth., 4 mos. dry; NO. 3 C., R. & W., 4/4", reg. width. & lgth., 4 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.
CAR stock (mixed); TIMBERS, sound square edge. BELLGRADE LUMBER CO., Memphis, Tenn.
CROSSING PLANK, Red Oak, 3x10-12x16'. J. W. WHEELER & CO., Memphis, Tenn.
PL. & QTD. R. & W., soft texture. GEORGE C. BROWN & CO., Memphis, Tenn.
NO. 2 C., 8/4", reg. width. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16', 6 mos. dry, largely 14 & 16' and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

NO. 1 C. 6/4", 2 yrs. dry; NO. 1 C. 6x6", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
NO. 1 C. 4/4". W. O. KING & CO., Chicago, Ill.
FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
NO. 1 C. 4/4", 7" & up, 50% 14 & 16', 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
COM. & BTR., 5/8 & 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.
FAS 4/4", 50% 14 & 16', 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; NO. 1 C., 4/4 & 5/4, 50% 14 & 16', 8 mos. dry; NO. 2 C., 4/4, 50% 14 & 16', 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.
FAS 5/4", ran. width. & lgth., 14 mos. dry; FAS 5/4", ran. width. & lgth., sap no defect, 14 mos. dry; FAS 3/4", 16" & up, ran. lgth., 1 yr. dry; FAS 4/4", ran. width. & lgth., sap no defect, 18 mos. dry. J. V. STIMSON, Huntingburg, Ind.
FAS 12/4", reg. width. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.
CLEAR SAP 5/8", 50% 12" & up; NO. 2 C. 5/4, 6/4 & 8/4" S2S, 50% or more 14 & 16'; SAP & SELECTS 4/4", dry, extra high grade. W. R. WILLETT LUMBER CO., Louisville, Ky.
NO. 1 & NO. 2 C. 4/4, 4" & wider, 40% or more 14 & 16', 3 mos. dry. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.
SAP & SELECT 4/4", 5" & up, 8 to 16', 4 mos. dry. JAMES E. STARK & CO., Memphis, Tenn.

SYCAMORE

NO. 3 C. 5/4". COULSON LUMBER CO., Memphis, Tenn.

WALNUT

NO. 2 C. 4/4", usual width. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 2 C. 4/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
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FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.
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The Human Element in a Logging Operation

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

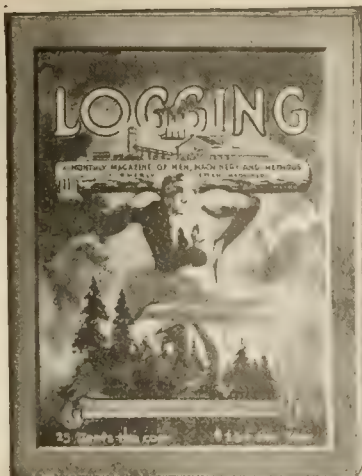
This topic is touched upon in the leading article in LOGGING for April 1917.

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AND READ BOTH STORIES

CLYDE IRON WORKS

*Manufacturers of
Quick-Moving Clyde Logging Machinery*

DULUTH, MINNESOTA

U. S. A.

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FAS 8/4", 6-8", reg. lgth., dry; NO. 1 C. 5/4, 6/4 & 8/4", reg. width. & lgth., dry. NICKY BROS., Memphis, Tenn.

FAS 4/4", 6-8" wide, 8' & up long; NO. 1 C. 4/4", 4" & up wide, 6' & up long; NO. 1 C. QTD. 4/4", 4" & up wide, 6' & up long; SAP SPECIAL 4/4", 4" & up wide, 6' & up long, clear of knots; SQUARES 2 1/4" or 2 1/2", 14-36" lgths. PICKREL WALNUT COMPANY, St. Louis, Mo.

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PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—PLAIN
RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

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ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

WALNUT

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

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SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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MAHOGANY

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PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

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HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

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OUR SPECIALTY:
QUARTERED WHITE OAK
940 Elk Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



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Large mills, that value efficiency highly, select ATKINS SILVER STEEL SAWS because they are certain that in them lies the best possible combination of a perfected Saw steel and scientific experience acquired by years at the business.

A trial will prove this to you.

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ESTABLISHED 1857

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CANADIAN FACTORY, HAMILTON, ONT.

MACHINE KNIFE FACTORY, LANCASTER, N. Y.

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When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

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J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

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GRAND RAPIDS
MICHIGAN

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There is a difference in them — not alone in wording and salesmanship, but in intent, in actual service and in ability to perform.

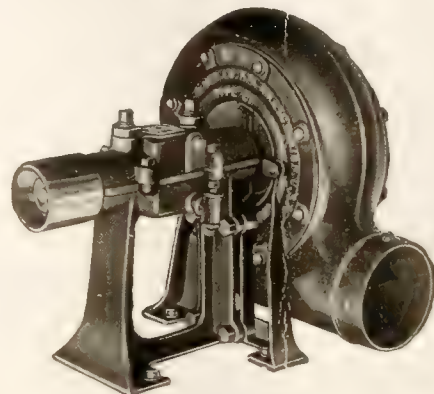
The Grand Rapids Vapor Kiln guarantee is based on a scientific measurement; it is original and the result of our thirty years' experience in wood-working.

We know the difference between ordinary kiln operation and ordinary guarantees, and we know you do want dependable guarantees based on real service and tests.

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Grand Rapids Veneer Works
Grand Rapids, Mich. Seattle, Washington
Western Agents, Greeff Varnish Kilns

LARAGE KALAMAZOO Cast Iron Fans



28 Fans in One

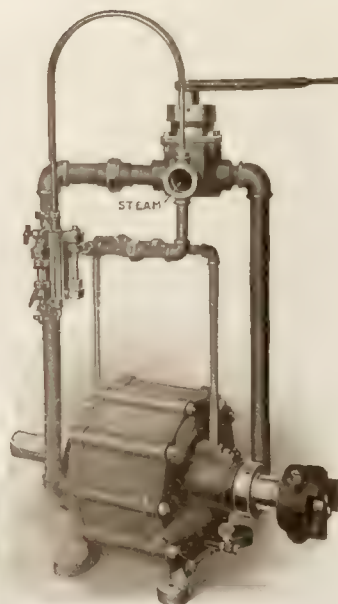
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Pulley on Either Side
Single or Double Inlet*

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WRITE FOR CATALOG R-12

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HEATING, VENTILATING & DRYING ENGINEERS.
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gives instant and
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Our prices are
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tively, low.

*It has positively increased
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DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

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CHICAGO, JULY 25

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—is concretely backed by a definite and successful endeavor to build up an organization insuring satisfaction to our customers—an organization each feature of which has been planned separately so that it will lend its maximum of significance to the term when used in connection with the business of Penrod, Jurden & McCowen, Inc. In short, it represents

All That the Word Implies,—

Scientific Drying Expert Manufacturing Good Timber
Modern Mills Satisfaction to the Buyer

Southern Rotary Veneers and Hardwood Lumber

We can take care of your requirements in Southern woods, no matter whether you are in the market for veneers or lumber. Our big Rotary Veneer Mill at Helena, Ark., has exceptionally large units, and can readily supply sizes which are ordinarily difficult to produce. Our lumber mills are cutting some of the finest hardwood stock ever manufactured in America. Tell us what you want—we can supply you.

On account of car shortage, which affects delivery of logs to the mills as well as shipments of veneer—we urge all buyers of veneers to place requirements at least 60 to 90 days in advance



Penrod, Jurden & McCowen
(INCORPORATED)

General Offices, Memphis, Tenn.
825-830 Bank of Commerce Building



—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

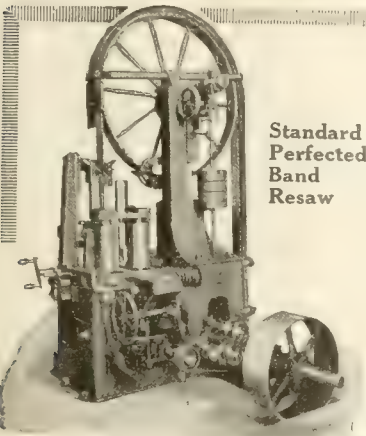
J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
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FRANK B. LANE, Houseman Bldg.



Standard
Perfected
Band
Resaw

ACCURACY

A Specially ~~PAID~~ Resaw Line

Emporia, Va., Jan'y 2, '17.

Gentlemen,—We have never spent a cent on this machine since it was installed. It not only does good work, but is the most accurate Resaw we have ever used. If we were in the market for a dozen more, they would all be Mershon.

Yours truly,

SELWOOD MANUFACTURING CO.

Wm. B. Mershon & Co., Saginaw, Mich.

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARNS" QUALITY LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{16}$ " x 2" No. 1 Maple Flooring

33 M. ft. $1\frac{1}{16}$ " x 2" Clear Maple Flooring

**The
Kneeland-Bigelow
Company**

Manufacturers of
Hardwood Lumber

BAY CITY MICHIGAN

William Horner

Manufacturer of

"Smoothest"

MAPLE, BEECH & BIRCH
FLOORING

MILLS:
Reed City and
Newberry, Mich.

Reed City, Mich.

Sole European Sales Agents: TICKLE BELL & CO.
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A floor to adore



For thirty three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

SAVE YOUR MONEY BY USING THE

RED BOOK

Published semi-annually in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association

Estab.
1878

608 So. Dearborn Street
CHICAGO

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55 John Street
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J. RAYNER CO. INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER

CARROLL AVE. AND SHELTON ST.
CHICAGO

10,000,000 Ft. Capacity.

"The Big Red Shed"

WILL HANDLE ANY ORDER



Air
Dried

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Dried

HARDWOODS

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2452 LOOMIS STREET, CHICAGO

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are frequent except where our

Two Piece Geometrical Barter Coin is in use, then imitation isn't possible. Sample if you ask for it.

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We also make Time Checks, Stencils and Log Hammers



PREPAREDNESS

for coming good times will make you
SEND US YOUR INQUIRIES FOR

Our Specialties Oak, Gum, Cypress

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WHOLESALE LUMBER
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Utley-Holloway Company

General Offices, 111 W. Washington St.
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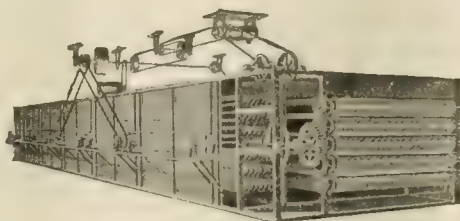
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No checks or splits. Enormous output. Low labor cost.

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Philadelphia



Salt Lick Lumber Co.

SALT LICK

KENTUCKY

MANUFACTURERS OF



Oak Flooring

Complete stock of 3/8" and 13/16" in all standard widths



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

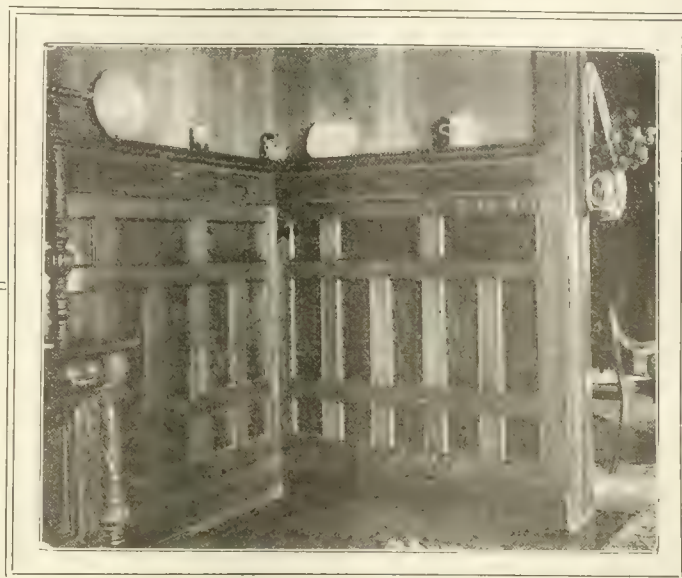
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

Oak in its TWENTIETH CENTURY APPLICATION is backed by the leading oak manufacturers of the country who are standing behind you also in their campaign to tell the public at large what the real possibilities of this wonderful wood are. Do you know how directly the increased and more diversified use of oak would affect your business? You should post yourself now because the real results are just beginning to show.

WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cronwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 46.)
Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page 42.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 56.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 5.)

INDIANA

Hoffman Brothers Company, Fort Wayne. (See page 16.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Branaby, Greencastle. (See page 13.)
J. V. Stimson, Huntingburg. (See page 56.)
Wood-Mosaic Company, New Albany. (See page 13.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 46.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 41.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page 13.)
Holly Ridge Lumber Company, Louisville.
Salt Lick Lumber Company, Salt Lick. (See page 5.)

LOUISIANA

The Ford Brenner Lumber Company, Alexandria.
Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
b, c—Sabine River Lumber & Logging Company, Inc., Oakdale.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI

b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page 12.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hdwd. Dept., Kansas City, Mo. (See page —.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Pease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston, Sales Office, Chicago.
c—Arkla Lumber & Manufacturing Company, St. Louis.
J. A. Holmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Holaday Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 44.)
a, b—Duhmleier Brothers & Co.
a, b, c—Mowbray & Robinson Company. (See page 47.)
a, c—Probst Lumber Company. (See page 49.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 8.)

MEMPHIS

Anderson-Tully Company. (See pages 2-12-55.)
J. H. Bonner & Sons. (See page 11.)
Goodlander-Robertson Lumber Company. (See page 11.)
Memphis Band Mill Company. (See page 12.)
Russe & Burgess, Inc. (See page 11.)
c—J. V. Stimson Hardwood Company. (See page 10.)
J. W. Wheeler & Co. (See page 10.)

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

H. G. Bohlissen Mfg. Co., New Caney.

VIRGINIA

c—U. S. Spruce Lumber Company, Marion.

WEST VIRGINIA

b, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Lumber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.

a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.

KNOXVILLE, Tennessee

Is at Your Service

IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

WALNUT

POPLAR

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO. Knoxville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY Knoxville, Tenn.

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION



HE theory is given common credence that the country's vast prairies were not the result of natural causes but were induced by constant timber fires set by the Indians for the purpose of extending the grazing area for the buffalo. The opposite theory that this or any other land was too good for tree growth has long since been refuted. Quite to the contrary common sense indicates that tree growth, as any other form of vegetable life will prosper in proportion to the sustaining qualities of the soil it grows upon.

And that is the **big** reason behind the quality of timber cut by Memphis firms. That simple truth establishes the justification for any reasonable claim made for timber from this region. Land in the Memphis Alluvial Belt that is already cleared and that is yet to be cut has been pronounced the richest in the world. What other than the most perfect of timber could be found on such soil?

And then there is the equipment and the organization. Nowhere have lumbermen come into such harmonious co-operation for the common object of constantly improving quality and service. This region, because of its comparative newness is practically devoid of anything suggestive of obsolescence in equipment.

And this directory is designed to give another touch of Memphis spirit—the desire to make it as easy as possible for the buyer to get in touch with our 600,000,000 feet annual production.

We sincerely trust it may serve you.

(See three following pages)





We have the following stock in regular widths and lengths:

SAP GUM

Fas 4 4, 13 to 17".

FIG RED GUM

Fas & No. 1 C. 4 4.

PLAIN RED OAK

Com. & Btr. 5 8 & 3 4, Fas 5 4, 6 4 & 8 4; No. 1 Com. 5 8, 5 4, 6 4 & 8 4; No. 2 C. 5 8 & 5 8, 6 4 & 8 4, 5 8, 3 4 & 5 4. Sd. Worn.

PLAIN WHITE OAK

Fas. 5 4 & 8 4; No. 1 C., 5 4 & 8 4; No. 2 C., 5 4.

QUARTERED WHITE OAK

Fas. 3 4, 5 4 & 6 4; Com. & Btr., 1 2, 3 4, 4 1, No. 1 C., 4 4, 5 4 & 6 4; No. 2 C., 4 4.

ANDERSON-TULLY CO.

We have the following stock for immediate delivery:

WHITE ASH

3 cars 1 1/2" & up F. A. S. Soft
2 cars 5 1/2" & up F. A. S. Soft
1 car 5 1/2" & up F. A. S. Soft, all
S. A. 1 1/2"
1 car 16 4x6" & up F. A. S.
5 cars 8 4x6" & up F. A. S.
1 car 4 4x12" & up F. A. S.
1 car 5 4x12" & up F. A. S.
1 car 8 4x12" & up F. A. S.
1 car 10 4" Regular No. 1 Common.

1 car 12 1" Regular No. 1 Common
1 car 16 3/4" Regular No. 1 Common
3000 ft. 5" No. 1 Com., bone dry,
all 8 ft.

SOFT ELM

45,000 ft. 3" No. 2 Com. & Btr.
SOFT MAPLE
1500 ft. 4 1/2" No. 2 Com. & Btr.
3000 ft. 8 1/2" No. 2 Com. & Btr.
6000 ft. 12 1/4" No. 2 Com. & Btr.
3000 ft. 16 3/4" No. 2 Com. & Btr.

Riel-Kadel Lumber Co.

We Can Move To Your Order At Once

QUARTERED WHITE OAK

150,000 ft. 1-in. No. 1 Common
75,000 ft. 1-in. C. F. Stps. Sap, no
def. 3-3 1/2"
36,000 ft. 1-in. C. F. Stps. Sap, no
def. 1 1/2"
12,000 ft. 1 1/2" No. 1 Common
7,000 ft. 2 1/2" No. 1 Common
100,000 ft. 2-in. No. 1 Common
Sap no def.
PLAIN WHITE OAK
200,000 ft. 2-in. & thicker No. 2 C. &
B. R. & W. Oak Green
PLAIN RED OAK
50,000 ft. 3/4-in. No. 1 Common
58,000 ft. 1-in. No. 1 Common
25,000 ft. 1 1/2-in. 1 & 2
12,000 ft. 2-in. No. 2 Common

QUARTERED RED OAK

26,000 ft. 3/4-in. 1 & 2
97,000 ft. 1-in. No. 1 Common
12,000 ft. 1-in. No. 2 Common
76,000 ft. 1 1/4-in. No. 1 Common
GUM
100,000 ft. 1-in. 1 & 2, Sap
100,000 ft. 1-in. No. 1 Common, Sap
50,000 ft. 1-in. No. 2 Common
100,000 ft. 3-in. No. 1 C. & B., Qtd.,
Sap no def.
135,000 ft. 2-in. 1 & 2 Quartered Red
57,000 ft. 2-in. 1 & 2 Qtd. Red, Fig.
21,000 ft. 1-in. No. 1 & 2 Qtd. Red,
Figured
ELM
150,000 ft. 3-in. Log Run
COTTONWOOD
20,000 ft. 1-in. 1 & 2, 6 to 12 in.

MAY BROS.

HONDURAS MAHOGANY

16,000' 1x1" and 3/2x1 1/2" Cl. Sq.
21,000' 1 & 2s. 3 1/2", 2 1/2" S. Bx
13,500' Cl. Tabletops, 4 1/2", 3" &
up, 24 mos. dry
50,000' Worn 4 1/2", 24 mos. dry

QUARTERED WHITE OAK

69,000' No. 1 C. & Btr., 3 1/2", 8 mos.
16,000' 1 & 2s. 3 1/2", 12 mos.
14,000' Cl. Stps., 4 1/2x5 1/2", 10 mos.
11,000' 1 & 2s. 5 1/2x10" & up, 6 mos.
23,000' 1 & 2s. 5 1/2x6" & up, 5 mos.

PLAIN WHITE OAK

13,000' No. 1 C., 3 1/2", 12 mos.
39,000' No. 1 C., 5 1/2", 4 mos.
27,000' No. 1 C., 6 1/2", 3 mos.
62,000' 1 & 2s. 3 1/2", 5 mos.
13,000' No. 2 C., 8 1/2", 5 mos.

PLAIN RED OAK

50,000' No. 1 C., 3 1/2", 18 mos.
2,000' No. 1 C., 3 1/2", 18 mos.
7,000' 1 & 2s. 4 1/2", 6 mos.
85,000' 1 & 2s. 5 1/2", 4 mos.
32,000' No. 1 C., 5 1/2", 3 mos.
22,000' 1 & 2s. 8 1/2", 8 mos.
10,000' No. 2 C., 8 1/2", 10 mos.

POPLAR

45,000' Sa & Sel., 4 1/2", 4 mos.
75,000' No. 1 C., 4 1/2", 3 mos.
81,000' No. 1 C., 5 1/2", 4 mos.
12,000' No. 2 C., 5 1/2", 3 mos.
55,000' No. 2 C., 4 1/2", 3 mos.

ASH

58,000' 1 & 2s. 12" & up wide, 12 1/4".
14,000' 1 & 2s. 5 1/2", 8 mos.

GUM AND COTTONWOOD

IRONBOARDS
72,000' 9 to 12" and 13 to 17", 6 mos.

James E. Stark & Co., Inc.

List of Stock Ready For Immediate Shipment

QUARTERED WHITE OAK

1,200 ft. 8 1/2" 1 & 2
2,000 ft. 3" Com. & Bet.

QUARTERED RED OAK

2,000 ft. 3 1/4" Com. & Bet.
(Scant 1 1/2")

6,100 ft. 5 1/2" 1 & 2

3,300 ft. 7 1/2" No. 1 Com.

3,500 ft. 6 1/2" 1 & 2

2,500 ft. 6 1/4" No. 1 Com.

PLAIN WHITE OAK

20,400 ft. 5 1/2" 1 & 2

18,000 ft. 5 1/4" No. 1 Com.

15,900 ft. 6 1/4" No. 1 Com.

12,000 ft. 8 1/4" 1 & 2

7,700 ft. 8 1/4" No. 1 Com.

3,000 ft. 3" 1 & 2

1,000 ft. 3" No. 1 Com.

PLAIN RED OAK

32,200 ft. 5 1/2" 1 & 2

18,550 ft. 6 1/4" No. 1 Com.

16,000 ft. 8 1/4" 1 & 2

CYPRESS

40,500 ft. 6 1/4" Select

17,000 ft. 6 1/2" No. 1 Shop

32,000 ft. 6 1/4" No. 1 Com.

54,400 ft. 8 1/4" No. 1 Shop

17,000 ft. 5" No. 1 Shop & Bet.

ELM

6,000 ft. 2" Com. & Bet.

TIFFIN GUM

2 cars 4 1/4" No. 2 Com. & Bet.

F. T. DOOLEY LUMBER CO.

Oak Gum Cottonwood

Paepcke Leicht Lumber Co.

Head Offices: Conway Bldg.

Chicago

Elm

Ash

Maple

*Our Operations in
Memphis Produce
a High Grade Line
of Hardwoods*

Memphis Band Mill Co., Inc.

Ferguson & Palmer Co.

**Manufacturers of
Hardwood Lumber**

MEMPHIS



The list below is ready for Prompt Shipment

QUARTERED OAK	COTTONWOOD
57150 ft. 4 1/4 Is & 2s Wh.	96360 ft. 4/4 No. 1-2 Com.
21850 ft. 3/8 No. 1 Com. Wh.	QUARTERED RED GUM
59010 ft. 4 1/4 No. 1 Com. Wh.	62010 ft. 1 1/4 Is & 2s
56150 ft. 4 1/4 Is & 2s Red.	15600 ft. 75% 1476 Figured
69570 ft. 4/4 No. 1 Com. Red.	75390 ft. 4/4 No. 1 Com.
19780 ft. 4 1/4 No. 2 Com. Red.	PLAIN RED GUM
CLEAR QUARTERED WHITE OAK	34530 ft. 4 1/4 Is & 2s.
STRIPS (Sap No Defect)	33770 ft. 4/4 No. 1 Com.
54105 ft. 1x2 1/2 to 3 1/2" Com Strips	SAP GUM
17410 ft. 1x1 1/2 to 3 1/2" Com Strips	228780 ft. 4 1/4 Is & 2s.
PLAIN WHITE OAK	137010 ft. 4/4 No. 1 Com.
56850 ft. 4/4 No. 1 Com.	85012 ft. 5/4 No. 2 & 3 Com.
PLAIN RED OAK	GUM BOXBOARDS
89970 ft. 1 1/4 No. 1 Com.	27580 ft. 1x9-12.
15641 ft. 4/4 No. 1 Com. & Bet.	61970 ft. 1x13 to 17.
Sound Wormy.	9830 ft. 1x18 & up.
ELM	
39450 ft. 12 1/4 Log Run	

Stimson Veneer & Lumber Co.

R. J. DARNELL, Inc.

We sell nothing but what we manufacture. All stock piled with 7, 8 and 9 stacking sticks to 12', 14' and 16' lengths. Offer following for immediate shipment:

QUARTERED WHITE OAK	14'/16' Dry
4,000' 4/4" 1&2, 10" up, 50%, 3 yr.	100,000' 1/4 No. 1 Com.
28,000' 1/4" 1&2, 50%, 3 yr.	173,000' 3/8" No. 1 Com.
98,000' 1/4" No. 1 C., 50%, 3 yr.	189,000' 5/8" No. 1 Com.
170,000' 3/8" No. 1 C., 50%, 3 yr.	PLAIN WHITE AND RED OAK
42,000' 3/8" No. 2 C., 3 yr.	100,000' 3 1/4" 1&2 6" to 8", 50%
32,000' 5/8" No. 2 C., 1 yr.	11' 16", 1 yr. dry
260,000' 3 1/4" 1&2nds, 6" & up	100,000' 5 1/4" No. 1 G., 4" to 8", 50%
	14'/16", 1 yr. dry
	56,000' 1/2" No. 2 C., 1 yr. dry
	GUM
	14'/16' Dry
41,000'	1 1/2" 1&2nds, 13" to 17", 50%, 2 yrs., Red
29,000'	5/8" 1&2nds, 18" to 21", 50%, 2 yrs., Red
75,000'	3 1/4" 1&2nds, 13" to 17", 50%, 2 yrs., Red
112,000'	5/8" 1&2nds, 18" to 21", 50%, 2 yrs., Sap
51,000'	3 1/4" 1&2nds, 18" to 21", 50%, 2 yrs., Sap
91,000'	1 1/4" 1&2nds, Red. Pl.
95,000'	4 1/4" No. 1 C., Red. Pl.
110,000'	5/8" 1&2nds, 18" to 23", Sap

Send us your inquiries now

SAP GUM	PLAIN RED OAK
75,000' Fas. 3 1/4, 6" & up, 60%	130,000' No. 1 C., 4 1/4, 60% 14 & 16", 6 mos. dry.
14 & 16", 6 mos. dry.	15,000' No. 1 C. & Btr., 5/4, 60%
75,000' No. 1 C., 3 1/4, 60% 14 & 16", 6 mos. dry.	14 & 16", 8 mos. dry.
150,000' No. 1 C., 6/4, 60% 14 & 16", 8 mos. dry.	150,000' Fas. 4 1/4, 60% 14 & 16", 6 mos. dry.
PLAIN RED GUM	QUARTERED RED OAK
30,000' No. 1 C. & Btr., 8/4, 60%	15,000' No. 1 C. & Btr., 7 1/8, 60%
14 & 16", 8 mos. dry.	14 & 16", 12 mos. dry.
75,000' No. 1 C., 4/4, 60% 14 & 16", 6 mos. dry.	75,000' No. 1 C. & Btr., 6 1/4, 60%
	14 & 16", 12 mos. dry.
	75,000' Red Oak Crossing Plank, 3x10-12 to 16'.

J. W. WHEELER & CO.

Crenshaw-Gary Lumber Co.

MANUFACTURERS

Southern Hardwoods

We have for sale 100,000 feet 4/4" No. 1 Common & Better Quartered White Oak

Band Mill—Richey, Miss.

The Following Items Are Ready For Prompt Shipment

QUARTERED WHITE OAK	PLAIN RED GUM
3 cars 1 1/4 Is & 2s	2 cars 4/4 No. 1 C.
4 cars 1 1/4 No. 1 C.	QUARTERED SAP GUM
1 car 4 1/4 to 5 1/2" Cir. Oak Strips	2 cars 8 1/4 No. 1 C. & Bet. Qtd. Gum. Sap no Defect
PLAIN WHITE OAK	SAP GUM
2 cars 1 1/4 No. 1 C.	3 cars 4/4 No. 2 C.
2 cars 4/4 No. 2 C.	1 car 4 1/4-9 to 12" Boxboards
QUARTERED RED OAK	COTTONWOOD
2 cars 1 1/4 Is & 2s	1 car 4/4-18" & up Panel Strips
2 cars 1 1/4 No. 1 C.	ASH
1 car 1 1/4 No. 1 C. Qtd. Red Oak Strips	1 car 6 1/4 C. & Bet.
PLAIN RED OAK	1 car 1 1/4 No. 1 C.
3 cars 1 1/4 No. 1 C.	

J. V. Stimson Hardwood Co.

Send in your order now for

QUARTERED WHITE OAK	10,000' No. 1 C., 5/8.	25,000' Fas. 5/4.
13,000' No. 1 C. 5/8.	2,000' No. 1 C. 3/4.	4,300' Fas. 6/4.
1,500' No. 1 C. 3/4.	7,500' No. 1 C. 5/4.	5,400' Fas. 8/4.
17,000' No. 1 C. 8/4.	3,500' No. 2 C. 5/4.	22,000' Sd. Wormy, 4/4.
6,500' Fas. 3/4.	PLAIN RED OAK	QUARTERED RED OAK
7,000' Fas. 8/4.	2,000' No. 1 C. 1/2.	8,000' Fas. 4/4.
40,000' Com. Strips, 4/4.	30,000' No. 1 C. 5/4.	10,000' No. 2 C. 4/4.
2 1/2 to 3".	3,700' No. 1 C. 6/4.	QUARTERED RED GUM
PLAIN WHITE OAK	5,700' No. 1 C. 8/4.	75,000' Fas. 8/4.
10,000' Fas. 1/2.	2,500' No. 2 C. 5/4.	75,000' No. 1 C. 8/4.
3,000' Fas. 5/4.	13,000' Fas. 5/8.	75,000' Com. & Bur., 12/4, sap no defect.
	25,000' Fas. 4/4.	

MOSSMAN LUMBER CO.

Gayoso Lumber Company

Offer for Prompt Shipment

RED OAK	28,000' Fas 4 1/4" P. W. dry.
115,000' Fas 4 1/4" Pl. dry.	110,000' Com. 4 1/4" P. W. dry.
10,000' Com. 4 1/4" Pl. dry.	70,000' Com. 5 1/4" P. W. dry.
5,000' Fas 5 1/4" Pl. dry.	49,000' Com. 6 1/4" P. W. dry.
12,000' Com. 5 1/4" Pl. dry.	68,000' C. & Btr. 8 1/4" P. W. green.
55,000' Com. 6 1/4" Pl. dry.	50,000' Fas 4 1/4" Qtd. W. dry.
25,000' Fas 8 1/4" Pl. dry.	35,000' Com. 4 1/4" Qtd. W. dry.
14,200' Com. 8 1/4" Pl. dry.	53,000' Fas 5 1/4" Qtd. W. dry.
40,000' C. & Btr. 12 1/4" Pl. green.	GUM
55,000' Com. 4 1/4" Qtd. dry.	175,000' C. & Btr. 8 1/4" Qtd. Sap dry.
COTTONWOOD	305,000' C. & Btr. 8 1/4" Qtd. Red dry.
13,000' WBB 4 1/4".	HICKORY
75,000' Fas 4 1/4".	25,000' C. & Btr. 8 1/4" green.
125,000' Com. 4 1/4".	14,000' C. & Btr. 10 1/4" green.
ELM	15,000' C. & Btr. 12 1/4" green.
55,000' L/R 8 1/4" dry.	

Memphis (2)—BAND MILLS—Blaine, Miss.

FOR SALE

WHITE ASH

SPECIAL—1 Car 2 1/2x6" & Wider Is & 2s Soft.	1 Car 8 1/2x12" & Wider, 1 & 2s.
1 Car 1 1/4 Is & 2s, 6" to 10".	14/16".
2 Cars 5/4 Do.	1 Car 10/4x11" & Wider.
2 Cars 8/4 Do.	1 Car 12/4x11" & Wider.
2 Cars 12/4 Do.	15 Cars 4/4x3" & Up No. 1 Com.
2 Cars 16/4 Do.	1 Car 5/4x3" & Up No. 1 Com.
1/2 Car 20/4 Do.	2 Cars 6 1/4x3" & Up No. 1 Com.
1 Car 4/4x10" & Wider, Is & 2s.	8 Cars 8 1/4x3" & Up No. 1 Com.
1 Car 4/4x12" & Wider, Is & 2s.	2 Cars 10 1/4x3" & Up No. 1 Com.
1 Car 4 1/4x10" & Wider, Is & 2s.	2 Cars 12/4x3" & Up No. 1 Com.
14 1/6".	1/2 Car 16/4 & 20/4 No. 1 Com.
1 Car 1 1/4x10" & Wider, Is & 2s.	
14/16".	

DUDLEY LUMBER CO., Inc.

MEMPHIS

We have the following stock ready for Immediate shipment:

WHITE OAK	RED OAK
33,000 ft. 2 1/2" No. 1 C. Qtd.	12,000 ft. 6 1/2" No. 1 & 2 Pl.
50,000 ft. 3 1/2" No. 1 C. Qtd.	70,000 ft. 3/8" No. 1 C. Pl.
50,000 ft. 4 1/2" No. 1 C. Qtd.	150,000 ft. 1/2" No. 1 C. Pl.
35,000 ft. 4 1/2" No. 2 C. Qtd.	90,000 ft. 5/8" No. 1 C. Pl.
26,000 ft. 5 1/2" No. 1 & 2 Pl.	100,000 ft. 4/4" No. 1 C. Pl.
24,000 ft. 5 1/2" No. 1 & 2 Pl.	50,000 ft. 3/8" No. 2 C. Pl.
100,000 ft. 4 1/2" No. 1 & 2 Pl.	150,000 ft. 1/2" No. 2 C. Pl.
150,000 ft. 1 1/2" No. 1 C. Pl.	50,000 ft. 4/4" No. 2 C. Pl.
50,000 ft. 5 1/2" No. 1 C. Pl.	RED GUM
100,000 ft. 4/4" No. 1 C. Pl.	100,000 ft. 4/4" No. 1 C. Pl.
RED OAK	SAP GUM
100,000 ft. 3 1/2" No. 1 & 2 Pl.	20,000 ft. 5/4"x15" & up 1 & 2
100,000 ft. 1 1/2" No. 1 & 2 Pl.	20,000 ft. 6/4" No. 1 C.
30,000 ft. 5 1/2" No. 1 & 2 Pl.	10,000 ft. 8/4" No. 1 C.
50,000 ft. 4 1/2" No. 1 & 2 Pl.	33,000 ft. 5/4" No. 2 C.
POPLAR 3,000 ft. 1 1/2" No. 1 & 2, 27" & up.	24,000 ft. 5 1/2" No. 1 & 2

RUSSE & BURGESS

The following stock is for immediate shipment:

GUM	OAK
2 cars Fas. 4/4 Qtd. Red, 6 mos. dry.	1 car No. 2 C., 5/4 Pl. Red, 4 mos. dry.
3 cars Fas. 4/4 Qtd. Red, 8 mos. dry.	1 car No. 2 C., 6/4 Pl. Red, 4 mos. dry.
3 cars No. 1 Com., 8/4 Qtd., 8 mos. dry.	2 cars No. 2 C., 8/4 Pl. Red, 4 mos. dry.
2 cars Fas. 4/4, 6 to 12" wide, Sap, 5 mos. dry.	OAK
4 cars Fas. 4/4, 13" & up, Sap, 6 mos. dry.	2 cars Com. & Btr., 3/4 Pl. Red, 6 mos. dry.
2 cars Fas. 5/4, Sap, 5 mos. dry.	2 cars Fas. 4/4 Pl. Red, 6 mos. dry.
2 cars No. 1 C., 5/4 Sap, 5 mos. dry.	4 cars No. 1 C., 4/4 Qtd. White, 6 mos. dry.
4 cars Fas. 6/4, Sap, 9 mos. dry.	2 cars Fas. 4/4 Pl. White, 6 mos. dry.
3 cars No. 1 C., 6/4, Sap, 9 mos. dry.	2 cars Fas. 4/4 Pl. White, 6 mos. dry.
2 cars Fas. 4/4 Pl. Red, 8 mos. dry.	Sound Square Edged Oak Timbers & Mixed Oak Car Stock.
1 car No. 2 C., 4/4 Pl. Red, 4 mos. dry.	

BELLGRADE LUMBER CO.

JULY STOCK LIST

QUARTERED WHITE OAK	QUARTERED RED GUM
12M ft. 5 1/2" 1s and 2s.	210M ft. 8/4" 1s&2s (sap no defect).
14M ft. 4 1/2" 1s and 2s.	230M ft. 8/4" No. 1 Common (sap no defect).
3M ft. 5/4" 1s and 2s.	120M ft. 8/4" 1s and 2s.
12M ft. 5/8" No. 1 Common.	172M ft. 8/4" No. 1 Common.
12M ft. 4/4" No. 1 Common.	SAP GUM
4M ft. 5/4" No. 1 Common.	14M ft. 4 1/2" 1s and 2s.
14M ft. 4/4" No. 2 Common.	175M ft. 5/4" No. 1 Common.
9M ft. 6/4" No. 2 Common.	65M ft. 6/4" No. 1 Common.
65M ft. 2" & wdr. No. 1 Com. strips.	50M ft. 5 1/2" No. 2 Common.
22M ft. 2" & wdr. No. 2 Com. strips.	30M ft. 6/4" No. 2 Common.
PLAIN WHITE OAK	COTTONWOOD
42M ft. 4 1/2" 1s and 2s.	55M ft. 4 1/2" 1s and 2s.
130M ft. 4 1/2" No. 1 Common.	125M ft. 4/4" No. 1 Common.
8M ft. 5 1/4" No. 1 Common.	40M ft. 4/4" No. 2 Common.
6M ft. 5/4" No. 2 Common.	50M ft. 5 1/2" & 6 1/2" Backing Bds.
PLAIN RED OAK	
8M ft. 5 1/2" No. 1 Common.	
5M ft. 5 1/2" No. 2 Common.	

BROWN & HACKNEY, Inc.

We Have the Following Stock to Offer:

SAP GUM	WHITE OAK
100,000' 5/4" No. 1 Com.	100,000' 4/4" No. 1 Com. Pl.
50,000' 5/4" No. 2 Com.	100,000' 1 1/2" No. 2 Com. Pl.
RED OAK	SYCAMORE
75,000' 4 1/2" No. 1 Com. Pl.	50,000' 5/4" No. 3 Com.
50,000' 4/4" No. 2 Com. Pl.	

Coulson Lumber Company

Our extensive mills are located in the heart of Delta timber

E. Sondheimer Company

We have the following to offer, dry:

OAK	SAP GUM (Kraetzler-Cured)
75,000' 5 1/2" 1st & 2nd Pl. Red.	200,000' 4 1/2" No. 2 & No. 3 Com.
30,000' 5/4" No. 2 Com. Pl. Red.	75,000' 6/4" No. 1 Com.
6,000' 8/4" Nos. 1 and 2 C. Pl. Rd.	SELECTED RED GUM
4,500' 8/4" No. 1 C. & Bet. Qtd. Rd.	(Kraetzler-Cured)
14,000' 4/4" No. 1 & 2 C. Qtd. Rd.	150,000' 4/4" No. 1 Com.
100,000' 4 1/2" 1st & 2nd Pl. White.	50,000' 5/4" No. 1 Com.
15,000' 6 1/2" 1st & 2nd Pl. White.	80,000' 6/4" No. 1 Com.
15,000' 4/4" 1st & 2nd Qtd. White.	36,000' 8/4" No. 1 Com.
15,000' 5/4" No. 1 Com. & Bet. Qtd.	QUARTERED RED GUM
8,000' 5/4" No. 2 Com. Qtd. White.	75,000' 5/4" No. 1 Com. & Bet.
MISCELLANEOUS HARDWOOD	30,000' 6/4" No. 1 Com. & Bet.
75,000' 4/4" No. 3 Com.	11,000' 12/4" No. 1 Com. & Bet.
25,000' 5/4" No. 3 Com.	SEL. RED GUM (Figured Wood)
20,000' 12/4" Log Run, Elm.	10,000' 6/4" No. 1 Com. Pl.
	25,000' 4/4" No. 1 Com. & Bet., Qtd.
	11,000' 8/4" No. 1 Com. & Bet., Qtd.

GEO. C. BROWN & CO.

We Have For Immediate Shipment

GUM	OAK
6 mos. dry	20,000' Fas. 4/4, Qtd. Red.
65,000' Bx. Bds., 4/4, 9 to 12",	30,000' No. 1 C., 4/4, Qtd. Red.
Tupelo.	15,000' No. 1 C., 5/4, Qtd. Red.
40,000' Bx. Bds., 4 1/4, 13 to 17",	30,000' Fas. 5 1/2, Sap
Tupelo.	70,000' No. 1 C., 5/8, Sap.
70,000' Fas. 4/4, 6" & up, Tupelo.	25,000' No. 2 C., 5/8, Sap.
100,000' No. 1 C., 4/4, Tupelo.	50,000' Fas. 3/4, Sap.
80,000' No. 2 C., 4 1/4, Tupelo.	70,000' No. 1 C., 3/4, Sap.
40,000' Fas. 8/4, Sap.	60,000' Bx. Bds., 4/4, 9 to 12", Sap
20,000' No. 1 C., 8/4, Sap.	80,000' Bx. Bds., 4 1/4, 13 to 17", Sap.
25,000' No. 1 C., 5/4, Pl. Red.	100,000' Fas. 4/4, Sap.
120,000' No. 1 C., 4/4, Pl. Red.	100,000' No. 1 C., 4/4, Sap.
40,000' Fas. 8/4, Qtd. Red.	120,000' No. 2 C., 4/4, Sap.
50,000' No. 1 C., 8/4, Qtd. Red.	

J. H. BONNER & SONS

Send Us Your Inquiries for These Items

GUM	OAK
2 cars Fas. Qtd. Red, 22, 2 mos. dry.	2 cars No. 1 C., 4 1/4, 8 mos. dry.
1 car Fas. Qtd. Red, 22, 6 mos. dry.	1 car No. 2 C., 4 1/4, 8 mos. dry.
2 cars No. 1 C. Qtd. Red, 8 1/4, 2 mos. dry.	2 cars No. 1 C., 8 1/4, 6 mos. dry.
1 car No. 1 C. Qtd. Red, 8 1/4, 6 mos. dry.	1 car No. 2 C., 8 1/4, 6 mos. dry.
5 cars Fas. Qtd. Sap, 8 1/4, 3 mos. dry.	QUARTERED WHITE OAK
3 cars Fas. Qtd. Sap, 8 1/4, 3 mos. dry.	2 cars Fas. 4 1/4, 8 mos. dry.
3 cars Fas. 1 1/2" No. 1 Com. dry.	1 car No. 1 C., 8 1/4, 12 mos. dry.
2 cars No. 1 C. Pl. Red, 1 1/2, 3 mos. dry.	POPLAR
2 cars No. 1 C. Pl. Red, 1 1/2, 3 mos. dry.	2 cars No. 1 C., 1 1/4, 3 mos. dry.
PLAIN RED OAK	2 cars No. 2 C., 4 1/4, 3 mos. dry.
1 car Fas. 1 1/2" No. 1 Com. dry.	MISCELLANEOUS
	Elm—1 car Log Run, 12 1/4, 1 mo. dry.
	Magnolia—Log Run, 4 1/4
	Oak Bridge Plank—12 1/2, green.

Goodlander-Robertson Lumber Co.

This is Form B

B

UPHAM & AGLER

CAIRO, ILL.

Order No. Date

Car No. Initial Capacity Tare

From _____

To

Kind..... Inspector.....

This tally is made on.....tickets of which this is No.....

[illegible]

Of Single Duplicate or Tripli-
cate Lumber Tally Ticket
(without Loose Carbon Sheets)
used in the

Gibson Aluminum Tally Book Covers

MANUFACTURED BY

HARDWOOD RECORD

537 S. Dearborn Street

CHICAGO

Let us send you catalogue and price list of scores of forms of lumber, flooring and log tally tickets.

**The Gibson Tally Book System
has more than 2,500 users.**

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lbr. Co.

Main Office—Louisville, Ky.

Eight Band Mills—Brasfield, Ark.; Furth, Ark.; Allport, Ark., and Fayette, Ala.

We offer the following dimension stock for prompt shipment:

QTD. WHITE OAK	QTD. RED GUM
178,000' 4 1/4 1s & 2s	155,000' 4 1/4 to 8 1/4 1s & 2s
254,000' 4 1/4 No. 1 Com.	532,000' 4 1/4 to 8 1/4 No. 1 Com.
73,000' 4 1/4 clear strips	PLAIN RED GUM
61,000' 8 1/4 1s and 2s	617,000' 4 1/4 to 8 1/4 1s & 2s
93,000' 8 1/4 No. 1 Com.	442,000' 4 1/4 to 8 1/4 No. 1 Com.
PLAIN WHITE OAK	SAP GUM
165,000' 4 1/4 1s & 2s	118,000' 4 1/4 1s & 2s, up to 10"
252,000' 4 1/4 No. 1 Com.	152,000' 4 1/4 1s & 2s, up to 10"
179,000' 4 1/4 No. 2 Com.	Boards
73,000' 6 1/4 1s & 2s	456,000' 4 1/4 to 8 1/4 1s & 2s
42,000' 6 1/4 No. 1 Com.	572,000' 4 1/4 to 8 1/4 No. 1 Com.
	358,000' 4 1/4 to 8 1/4 No. 2 Com.

ALABAMA SHORT LEAF YELLOW PINE
2,500,000' 4 1/4 to 8 1/4 B. and Better
8,100,000' 4 1/4 to 8 1/4 boards and 1 dimension.

WE WANT YOUR BUSINESS

Wood-Mosaic Co.

Main Office, NEW ALBANY, INDIANA

Band Mills: New Albany, Ind., and Highland Park, Ky.

POPLAR	QTD. RED OAK
31,600' 4 1/4 1s & 2s	3,500' 3/4 1s & 2s
19,500' 4 1/4 1s & 2s	15,700' 4 1/4 1s & 2s
47,600' 4 1/4 1s & 2s	11,600' 5/4 1s & 2s
32,000' 4 1/4 1s & 2s	25,700' 6 1/4 1s & 2s
17,700' 8 1/4 1s & 2s	5,700' 3/4 No. 1 Com.
51,200' 3 1/2 1s & 2s	48,700' 4 1/4 No. 1 Com.
65,200' 4 1/4 1s & 2s	27,300' 5/4 No. 1 Com.
31,200' 5/8 Sap & Sel.	16,000' 6 1/4 No. 1 Com.
ASH	QTD. WHITE OAK
15,300' 4 1/4 1s & 2s	All Grades and Thicknesses.
12,300' 5/4 1s & 2s	PLAIN RED & WHITE OAK
31,800' 4 1/4 1s & 2s	All Grades and Thicknesses
12,600' 4 1/4 No. 1 Com.	CHERRY
6,700' 5/4 No. 1 Com.	11,400' 4 1/4 1s & 2s
18,000' 4 1/4 No. 1 Com.	11,700' 4 1/4 No. 1 C. & Btr
12,800' 4 1/4 No. 2 Com.	WALNUT
6,200' 5/4 No. 2 Com.	1,000' 3 1/2" and 4" No. 1 C.
7,400' 4 1/4 No. 2 Com.	& Btr.

DIMENSION STOCK—Give us your requirements in American Black Walnut. Walnut Squares ready to ship.

Norman Lumber Company

LOUISVILLE, KENTUCKY

HAS FOR SALE POPLAR

15,000' 4 1/4 1s and 2d
10,000' 4 1/4 12" & up 1s and 2d
5,000' Box Boards 13" & Up
6,000' Box Boards 10" to 12"
25,000' 4 1/4 Saps & Selects
10,000' 6 1/4 Saps & Selects
15,000' 3 1/4 Saps & Selects
12,000' 4 1/4 Saps & Selects, 12" & Up
55,000' 4 1/4 No. 1 Common
35,000' 5 1/4 No. 1 Common
15,000' 3 1/4 No. 1 Common
30,000' No. 2 Common Strips

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash
Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

LOUISVILLE, KY.

Louisville Mill	Eastern Kentucky Mill
POPLAR	QTD. WHITE OAK
2 cars 5/8 Panel, 18" to 21"	2 cars 4 1/4 1s & 2s
10,000' 3 1/8 Panel, 22" and up	3 cars 4 1/4 Sd. Wormy
14,000' 5/8 1s & 2s, 6" to 17"	1 car 4 1/4 No. 3 Com.
1 car 5/8 No. 1 Com.	6 cars 4 1/4 No. 1 C. & B., 2"
1 car 5/8 No. 2 Com.	50 1/2" strips
1 car 5 1/4 No. 1 Com.	PLAIN WHITE OAK
PLAIN WHITE OAK	2 cars 4 1/4 1s & 2s
2 cars 4 1/4 No. 1 Com.	1 car 4 1/4 1s & 2s
PLAIN RED OAK	200,000' 4 1/4 No. 1 Com.
1 car 5 1/4 1s & 2s	1 car 5/4 No. 1 Com.
1 car 5 1/4 No. 1 Com.	50,000' 4 1/4 No. 2 Com.
5 cars 4 1/4 No. 1 Com.	3 cars 4 1/4 Sd. Wormy
1 car 5/4 No. 1 Com.	50,000' 4 1/4 No. 3 Com.
3 cars 4 1/4 No. 1 Com.	POPLAR
QTD. WHITE OAK	2 cars 4 1/4 No. 1 Com. S&S
2 cars 4 1/4 1s & 2s, 6" to 9"	MISCELLANEOUS
9,000' 6 1/4 1s & 2s, 10" and up	2 cars 4 1/4 1s & 2s, P.W.O.
8 cars 4 1/4 No. 1 Com., 4" to 9"	K.D.—50% 14" — 16"
4 cars 4 1/4 No. 1 Com., 10" and up	1 car 4 1/4 1s & 2s, P.W.O.
1 car 5/4 No. 1 Com., 4" to 9"	1 car 5 1/4 S&S Poplar
1 car 5/4 No. 1 Com., 10" and up	1 car 5 1/4 S&S Poplar
25 cars 4 1/4 No. 2 Com.	1 car 5 1/4 No. 1 Com. Sap Gum
25 cars 4 1/4 No. 3 Com.	1 car 5 1/4 No. 1 Com. Sap Gum

DIMENSION STOCK Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 1,500,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock.

But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stock-cutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co.

Flint Brand



Maple and Birch

hardwoods as exists. That is not a boast. It is merely a statement of fact we realize we are fortunate in being able to make. Also our flooring and our quite complete stocks of pine and hemlock have enabled us to build up a specialized trade in mixed cars. On the hardwoods look over the following dry stock for prompt movement:

BASSWOOD

100M' 1" No. 1 Com. & Btr. 1 & 1 1/2'
200M' 5/4" No. 2 Com. & Btr.

BIRCH

1 car 1x4" 2 face Clear Strips
3 cars 1x4 & 3" 1 & 2 face Strips
200M' 1" No. 1 Com. Unsel.
50M' 1" No. 2 Com. Unsel.
75M' 6/4" No. 1 Com. Unsel.
2 cars 8/4" No. 1 Com. Unsel.
50M' 6/4" 1st & 2nd Sel. Red
150M' 5/4" No. 1 & 2 Com. Unsel.
40M' 8/4" 1st & 2nd Sel. Red

SERVICE

consists of being able to supply goods of the right quality. As to the latter feature—the growth of this firm is the best possible assurance. And as to being able to ship, we know we have as large and well-assorted a line of northern

That is not a boast. It is merely a statement of fact we realize we are fortunate in being able to make. Also our flooring and our quite complete stocks of pine and hemlock have enabled us to build up a specialized trade in mixed cars. On the hardwoods look over the following dry stock for prompt movement:

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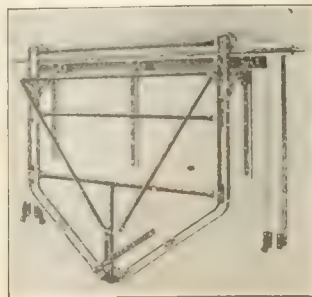
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Hardwood Record

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Edwin W. Meeker, Managing Editor
Hu Maxwell, Technical Editor

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Review and Outlook



General Market Conditions

THE TASK of writing a market digest is a rather onerous one these days, for with so many and rapid changes, and such a diversity of influences, it is extremely difficult to give a reflection of true conditions. As HARDWOOD RECORD would prefer to refrain from market discussions entirely rather than to give wrong impressions as to actual conditions, the task calls for the most careful perusal of all indications and information.

Were the situation today unqualified by abnormal effects from other directions, buyers of hardwood lumber in the usual channels might be justified in the hope (though we would hardly put it so strongly as to say, in the expectation), of an easing market. But right at the outset we must repeat what has been urged in this column so often before, that the field for hardwood consumption that has been created outside of the ordinary channels is of mounting importance almost day by day. And to use the extreme case, were the normal lines of hardwood uses to approach a condition of slackness equal to that in the most depressing times in the past, the situation would still remain in the sellers' hands.

This statement is not made for the purpose of adding stiffness to the backbone of the lumber trade, as the modern organizations among the hardwood men give every assistance whereby their members are kept constantly and accurately informed as to the actual relation of supply and demand. It is on the other hand made for the purpose of stimulating an appreciation by the buyers of the fact that if they refrain from making purchases now they make themselves liable to all kinds of embarrassment in the next few months, due to extreme difficulty in or absolute impossibility of getting what they must have in the way of raw material. There are the same logical reasons for making this assertion as have been urged upon the readers of HARDWOOD RECORD in many issues in the past: the fact that mill stocks are just as badly broken as they ever were, with even less possibility of replenishment; that the increasing car shortage is making it more and more difficult to get in sufficient logs to keep the mills going to anywhere near capacity; that radically improved methods in accounting among lumbermen has brought an almost universal conception of what lumber is intrinsically worth, and the realization that the present prices are no more than sufficient to cover increased costs without any excessive profits, hence fortifying the lumberman in his insistence upon good returns as he knows he will lose money if he sells for less than he is now getting. And to this must be added the fact that the government is just beginning to realize its vast requirements in hardwood lumber. The amount in different woods that it will ultimately require is so great that the effect of present shipments on the general market is negligible as compared to what must come later.

The yard man, who resells his lumber, and the factory man who works it up, are both entitled to adopt a policy of caution in the face of present necessities. But the retailer cannot make any money unless he has lumber to resell and the factory man cannot pay dividends unless he has the raw material at as low a price as possible wherewith to manufacture the goods which he sells. The yard man and the manufacturer therefore should give just as much consideration to the possibility, in fact the entire probability, that not only will prices be higher in the months to come, but there is a very real danger of their being unable to get what they want at any price.

If the car shortage is acute now what will it be when the government requisitions service for troop movements, and then for the endless shipments of supplies and equipment that must be rushed to all parts of the country? Almost simultaneously will come the annual call for adequate facilities for moving the crops. The yield this year is enormous and will be taken care of in spite of all other requirements.

The farmer has been too busy perfecting his record-breaking production, which he will turn over at two or three prices, to think about plans for spending money, but with the crop out of the way he is going to have millions and hundreds of millions to spend for things which he has never been able to afford before. Country bankers in all agricultural sections report enormous cash balances held by the farmers at this period when all precedents indicate that the farmer should be practically devoid of cash until his crops begin to come in.

In short, the general tendency to withhold orders for lumber now merely means that forced requirements coming simultaneously later would deluge the lumber trade with business which could not possibly be taken care of. And with the average hardwood mill practically sold up for three to six months ahead, and many of them actually out of the market, the effect of this on prices is easily discernible, to say nothing of the certainty that the users needs could not be supplied.

Independence from Canada

A DECLARATION OF INDEPENDENCE FROM CANADA has been declared by D. F. Houston, Secretary of Agriculture, in a letter to the American press, recently sent out from Washington. It related to the paper supply, and the secretary declares that our present dependence upon the Canadian forests for our paper pulp is unnecessary. The matter has come to the front on account of the exorbitant prices charged for paper by the manufacturers. The price is so high that many of the large newspapers have seen their profits dwindle to the vanishing point, and book publishers are holding down their output to the lowest point. Still, the demand for paper increases.

Mr. Houston holds that the extremely high prices are not justified

by the situation. He says a paper mill in Alaska could lay down print paper in New York at \$35 a ton, which is \$25 less than present prices there. The present annual consumption of paper in the United States calls for pulp wood equivalent to five billion feet of lumber, something more than one-eighth as much as the output of all the sawmills in the country.

The point made by the secretary is that we do not need to go to Canada for our paper. There are enormous timber resources in the United States suitable for pulp. Development is all that is needed to place these resources at the service of the people. At the present rate of consumption, there is enough spruce and white fir in Oregon, Washington and Alaska to supply the United States with paper for eighty years, without drawing upon young timber that will grow during that period. This western timber is convenient to tidewater, and the paper may be shipped by way of the Panama Canal.

Another great pulp resource lies among the Rocky Mountains, in Idaho, Montana and southward. That is not within convenient reach of western tidewater, but is accessible by rail to the markets of the upper Mississippi valley and the states on the plains.

The Logical Course

THE PROBLEM WHICH HAS OVERSHADOWED ALL others in the hardwood lumber business for a number of years past has been the incorporation into one national body of its various elements. Today there is greater co-operation than ever before; there are more associations providing, in their respective fields, better working conditions. There is a greater desire on the part of all to analyze manufacturing end of lumber and to standardize selling methods; to utilize the best talent in the industries towards getting the maximum return from the log, and at the same time to meet conditions in the consuming end of the business and insure greater economy and more general satisfaction to the consumer. In short, if there was ever a time when the manufacturer and dealer of hardwoods should work closer together it is now. There was never an opportunity so ripe for bringing into perfect harmony all of the associations which are factors in hardwood lumbering. The opportunity is so genuine that it will be a catastrophe if it is lost.

There are at least \$250,000 being spent to maintain organizations in the hardwood business, but in spite of the efficient work these associations are doing, it could be done more economically and possibly even more satisfactorily if the various associations could be centralized. We have in the present organizations as competent a set of men as it is possible to get together in association work, but by the consolidation of all associations into a centralized grouping, two main bodies, for instance, but operated under the same management, greater economy and larger results would unquestionably accrue. It would greatly help the distribution of the vital information which has in the respective associations proven its worth and in fact its necessity to the growth of the industry. This work would be simplified and rendered much more effective because it would be made easier for the manufacturers. Some of them are now making reports on a half-dozen different kinds of woods to the various associations, and by simplifying it in a centralized way they would undoubtedly respond much more readily.

In the traffic work the extremely valuable results that the Southern Hardwood Traffic Association has been getting could be made of even greater significance if this work were national in its scope. Consolidation would bring a unanimity of opinion as to the grading of the different woods. It would undoubtedly insure protection for the man operating a yard, who in many cases has as much money invested as some of the Simon-pure manufacturers. It would guarantee each manufacturer the right to state just what value he is willing to give for a specified price, and would give him a closer conception of the needs of the consumer either through the dealer or through his own sales department. Such co-operation would insure the perpetuity of the present yard man who sells either in less than carload lots in the retail trade or distributes in carload lots through the regular channels. It will insure protection to the small mill man, who, because he has no selling organization and concentrates on manufacture, is out of touch with the markets and frequently at a

disadvantage when it comes to figuring grades and values. It will bring to him a more stable and certain outlet than that which he frequently is compelled to utilize, and will insure the minimizing of that type of price competition which is made possible by inordinately cheap buying unhampered by delivery charges, high rentals, overhead or operating costs.

Each legitimate operator in the hardwood business has his own place and should be the controlling factor of his operations as well as of his selling. If he desires to sell direct he should not be out of line with what the dealer sells the same goods for, or vice versa. The manufacturer should not permit his representatives in the consuming markets, whether they be on a salary, commission or a wholesale basis, to undermine values and grades and disorganize standards that are necessary to the greater prosperity of the industry.

Speaking again of the cost of association work, there are probably 1,500 out of the 5,000 firms connected with the hardwood business paying dues to at least one association and many to four or five. In one instance association dues cost a large hardwood manufacturer \$4,000 a year. If the men who are factors in the trade would make up in their minds to see a more compact, better and more economical organization, one built scientifically to incorporate the whole industry, this manufacturer would undoubtedly save fifty per cent and would get more general advantage and with the proper plan lose none of the benefits that he is now deriving.

This suggestion is not new, and as there is left very little of the old rancor in the different factions and in its place there is a greater knowledge of association work, there should be a keener desire for the best organization, or organizations, that could be had in the industry. The thought should give food for reflection to many of the factors in the hardwood business who during their vacation periods may have time for calm reflection and to put their thoughts in letter form addressed to the presidents or secretaries of their respective associations.

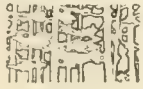
HARDWOOD RECORD feels that this is the logical time and hopes that these suggestions will not be interpreted as indicating that it desires to dictate. Because of the fact that HARDWOOD RECORD's editors are in friendly conference with the managements of all the associations in the trade, and are in sympathy with all of their efforts, we feel that this article might logically receive the comments of the individuals through the association channels suggested and hope that the various factions may work together for the advancement and greater prosperity of the industry.

Involuntary Servitude

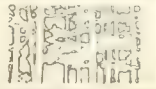
A LAW PLACED ON THE BOOKS by the recent special session of the West Virginia legislature looks like an attempt to enforce involuntary servitude, if the act is correctly quoted in press accounts. Perhaps conditions brought about by the war were the excuse for enacting the law; the purpose being to compel every person to go to work. Under this law, every able-bodied citizen between the ages of sixteen and sixty shall work at least thirty-six hours a week. Being able to live without work will be no excuse for idleness. The rich man who refuses to take hold of a job will be liable to arrest, and the penalty will fall on him the same as on the tramp. "Share and share alike" is the motto of the legislators who put the law in force.

It is a radical measure, and perhaps the courts will have something to say regarding its constitutionality. The prohibition against involuntary servitude, except as a punishment for crime, must be taken in account. The West Virginia law provides for arresting idlers and putting them to work for wages, and half of their earnings will go to their dependents, if they have any.

While the measure makes a clear case against the penniless loafer and hobo, and also against the idle rich, it is suspected that the blow is likewise aimed at the striker who quits his job and does not at once find another. West Virginia has had much trouble with strikes. It is a coal mining state, and there are also many factories for making glass, tin plate, nails, axes, and forest products, as well as paper mills and tanneries. The enforcement of the law against idleness would be an inconvenience for the striker or labor agitator who heretofore has found a congenial field there.



Trees Which Nature Neglected



Does purpose run through nature's works?

When the Duke of Argyle wrote that masterpiece, "Unity or Nature," he produced evidence which he considered sufficient to answer that question in the affirmative; and it cannot be denied that he made a strong showing. But, somehow, the negative evidence appealed to him less strongly than the positive. He overlooked certain apparent inconsistencies and lack of unity in the various means supplied some trees for dispersing their seeds, and the absence of any comparable means furnished others. Some are amply provided for, some apparently not at all.

Much has been said of trees which are helped in their struggle for existence by the provision of wings, appendages, or other means of seed dispersal, such as cottonwood, whose seeds sail through the air enmeshed in balls of silky fiber; sycamore, whose minute seeds are prepared to ride on the wind or float on water; those of birch, ash, and maple, which fly on membranous wings, while basswood's glide away on bracts that serve as parachutes; Jamaica dogwood's are steadied by papery keels during their aerial voyages, while man-grove's seeds are equipped admirably for transportation by water to the very spots where they can thrive best.

These provisions, and others similar, have often been selected as texts for discourses on nature's marvelous provision for the perpetuation of tree species. It has been many times asserted that, without such provision for the scattering of their seeds, these trees would long ago have perished from the earth. The proverb, "nature takes care of her own," is usually quoted as a conclusion of the argument that every plant and animal is amply provided for.

Will that stand the test of fact? Is there any evidence that maple would have perished, or that its range would have been more restricted, had its fruit been a wingless, keelless, unfloatable buckeye instead of a winged samara? It is a beautiful theory, and many wonderful facts support it, but there are inconsistencies, real or apparent. How about those trees whose seeds have no cottony balloons to carry them before the wind, no wings for sailing, no keels for gliding through the air, too heavy to float on water, and not even equipped for tumbling, as the pusillanimous Russian thistle is? These would seem to be instances where nature forgot to provide for her own; yet, some of the trees thus circumstanced are the strongest, most kingly of all the forest trees of the world.

HOLDING GROUND FIRMLY

The seed that falls from the chestnut tree has no means of locomotion. When it escapes from its frost-split burr it drops as plumb as a line and there it lies if let alone. Its shell is too thin to protect it even from the feeble jaws of the raucous bluejay who is usually haunting in the vicinity, ready to make a stab with his sharp bill, lay the kernel open, and scream as he devours the feast. The bristling burr, which apparently was designed to protect the growing nut, fails in that function. Long before the nut is ripe it is liable to be doomed to destruction by the sting of the balaninus, an insect almost as insignificant and contemptible as a thrip, yet able to pierce the burr and blast the chestnut.

In spite of enemies and other handicaps, chestnuts have always succeeded in getting themselves planted about as successfully as the basswood whose bracted seeds sail away like aeroplanes.

The seed of the oak is an acorn. If it falls on a steep hillside it may roll to the bottom; but it has no other means of locomotion. It is devoid of wings and keels, and unless it is quite dry, if it falls on water, it sinks like a pebble. In spite of drawbacks and disadvantages in its means of dispersing its seeds, the oak has been able to hold its ground in the face of the most vigorous opposition, and it easily crowds out many trees whose seeds can fly or float and thus become widely scattered.

The beech is handicapped even more than oak and chestnut. Its triangular nuts will not so much as roll down hill. They neither fly nor swim; and they are so small that nearly any bird can gulp them without being put to the necessity of breaking the hulls. The nuts

always separate from the burrs before falling and thus become easy picking for all feathered or furred enemies which have only to lie in wait beneath the beech trees and pounce on the nuts as they drop. In spite of this, the beech forests have maintained their positions from remote antiquity till the present time.

THE WALNUT FAMILY

The walnut family, including the hickories, furnishes a still more striking illustration of survival in face of odds. The nuts are large and heavy. The black walnut comes to the ground encased in a hull as bitter as gall, as large as a medium-sized orange, and almost perfectly round. Sphericity is the only advantage possessed by it in the work of finding a place for its own planting. The nut of the black walnut tree is the best roller of the forest. If the tree grows on a hillside the unhulled nut has a chance to roll to the bottom, or to lodge in some favorable recess on the way down. Gravity is the impelling force. When the nut has found lodgment, a short time suffices for larvæ to destroy the outer husk and let the naked nut down upon the ground.

On the face of it, that process might appear to be a provision of nature for scattering walnuts and extending the range of the species; but, unfortunately for the theory, the black walnut is not usually a hillside tree. It is found in the level rich bottomlands, where the roundness of the nut is no advantage, so far as rolling by the stress of gravity is concerned. The nut stays where it falls. Therefore, the only provision for the disposal of the heavy, round nuts of the walnut tree seems to have been largely nullified by the tree's choice of location.

The butternut, which is as large as the black walnut and is its near relative, is denied the small boon of being able to roll down hill. Its shape dooms it to stay where it falls, and it is further crippled by a sticky gum which covers it. If the butternut starts to roll, it picks up leaves and twigs on its tarry surface and is brought to a short stop. Everything militates against its efforts to find a planting place beyond the shadow of the parent, yet the butternut tree has managed to disperse itself over, and maintain itself on, a million square miles of territory.

Though the walnuts and hickories were turned down when nature was devising ways of dispersing tree seeds, yet, if the whole history of trees is considered, it will be found that these two have shown more vigorous perseverance in their fight for existence than any other broadleaf trees of record in the world's geological annals. They have lost some great battles in certain regions, but they fortified themselves in other regions and hold them.

The walnuts were among the first hardwoods to make their appearance in the ancient world. They have come down to us through an immense period of time. They date from the middle of the Cretaceous age. No one ventures to measure that time in years, but it would run into millions at least. Since the first appearance of walnut in those distant ages, the different species and genera have circled the globe—not everywhere at once, but at one time or another they have flourished on every continent, Europe, Asia, Africa, North America, and South America. They grew in Alaska and on the opposite side of the Pacific in Japan and Saghalen island; they ranged from Spitzbergen and Greenland to the Andes mountains, south of the equator. The nuts have been found buried in mud beneath the prehistoric lake dwellings in Switzerland. Black walnuts and butternuts which have been dug from the lignite deposits in Germany are indistinguishable in form and development from those now growing in the Ohio valley. Even the Egyptian deserts give up their fossil walnuts. The Fayum, which was treeless during the earliest periods of Egyptian history, had forests of walnut at a far remoter period.

RANGES PAST AND PRESENT

The walnut family in its long battle for existence, has lost much ground. So have many other trees which are not half so old and which have not fought half so courageously. The walnut still holds

much. It met one irresistible enemy that overwhelmed it in Europe. That was the ice sheet which pushed down from the Arctic regions during the Glacial age, and buried the land beneath hundreds or thousands of feet of ice. It was a mighty cataclysm from which the walnut never recovered in that region. Possibly a few Circassian walnut groves were spared in sheltered valleys of the Alps, and also in Greece where, according to the testimony of Theophrastus, some still survived as late as 2,200 years ago.

In America the ice sheets did not push far enough southward to crowd the forest off the continent, and when the ice withdrew toward the north, the forests, including the walnuts, spread northward again. A few of the more hardy tree species, like willow, birch, spruce, and aspen, returned nearly or quite to the arctic circle after the Glacial age had wholly passed; but the walnuts never recovered all of their lost ground in America. They were able to advance only slightly above the present Canadian boundary line. They never returned to Greenland and Alaska, their former outposts; and, excepting one struggling species, our Pacific coast region has been wholly lost to the walnut family. That lone species is keeping up its long fight for life in California; but it has so nearly lost out that few persons except systematic botanists know of its existence there.

ENEMIES UNWITTINGLY GIVE HELP

The heavy-nutted trees are not wholly bereft of assistance in their planting operations. They do not exactly "forage off their enemies," but they do the next thing to it—profit by the work of their enemies. Rodents, and to some extent birds also, unintentionally plant the

nuts after carrying them away from the parent trees. The squirrel buries them for future use. Though the little animal has an excellent memory and is nearly always able to spot the cache where the treasure lies, yet he sometimes misses a nut, or forgets the place, or a hawk strikes him, with the result that the overlooked nut becomes a seedling and ultimately a tree.

This is a common occurrence now and there is evidence that it has been going on during some hundreds of thousands of years. Hickory nuts, gnawed by rodents, have been found in deposits of the Pleistocene period of geology.

Birds are less common nut carriers than rodents, and when they do carry them it is doubtful if they ever purposely bury them. If they can eat the nut, they generally do so on the spot; but there are exceptions. If woodpeckers carry the nuts and drive them like plugs in previously prepared holes in dead trees or fence posts, the game is to wait until the hoard is infested with larvæ, and then pick out the grubs. Nuts so placed will never grow, no matter whether forgotten or not. But the bluejay has no intention of following the woodpecker's example in providing a grub hatchery, yet he carries nuts also, particularly chestnuts. He usually picks off the hull and eats the kernel then and there; but he is a spasmodic bird, and is sometimes seized with an impulse to carry a nut away, and he starts on the wing for a distant hill or tree. But, like some other bipeds, the bluejay is unfortunate in not knowing when to keep his mouth shut; and no sooner is he well on the way with the nut in his bill than he thoughtlessly fetches a yell of exultation and the nut falls to the ground, possibly to germinate and become a tree.



Pertinent Legal Findings



Queries on questions arising on any points involving the law as it is applied to lumbering and allied industries will be given proper expert attention through this department if submitted to HARDWOOD RECORD. There will be no charge for such service, but HARDWOOD RECORD reserves the right to publish questions and answers without designating names or location of inquiries unless specifically requested not to do so.

Garnishment of Insurance Proceeds

The Louisiana statute which prescribes a penalty against insurance companies for improper refusal to pay fire losses on demand does not apply to a case where a creditor of insured has filed garnishment proceedings against insurance proceeds before insured made demand upon the insurance company for payment. (Louisiana supreme court, Frank I. Abbott Lumber Co. vs. Home Insurance Co., 72 Southern Reporter, 841.)

Legality of Freight Rates

A shipper is not entitled to the benefit of an interstate freight rate lower than the carrying railway company's rate published under the Interstate Commerce act, although the lower rate was in force at the time the contract was entered into. Hence, a planing mill company which located its plant on defendant railway line, under an agreement that shipping facilities would be furnished at a certain interstate rate, is bound to pay an increase in the rate as now established. (Mississippi supreme court, W. M. Carter Planing Mill Company vs. New Orleans, Mobile & Chicago Railroad Company, 72 Southern Reporter, 884.)

Broker's Right to Commission

Under employment of a broker to locate timberlands and to negotiate purchases for the employer, the broker was entitled to a commission for reporting where timber could be bought, on the employer purchasing it. The contract of employment was not too indefinite to be enforceable merely because it did not place any limit on the quantity of timber to be bought nor on the price to be paid. (Springfield, Mo., court of appeals, Sisk vs. Dillman Egg Case Company, 190 Southwestern Reporter, 389.)

Recession of Sales Contracts

If a contract for a sale of lumber contains a provision that shipments shall "begin ten days after receipt of order, and be completed in sixty days," and that payment shall be made in cash "after car arrives and is checked up," unreasonable failure on the part of the seller to deliver gives the buyer good cause for rescind-

ing the contract. On the other hand, if the buyer unreasonably refuses to pay for deliveries after a reasonable time for inspecting and checking them, the seller may rescind as to further deliveries. Where the parties to a contract have expressed it in writing, if there be silence as to a certain feature covered by a well established custom of trade, that custom may be read into the contract. But where the agreement is complete and unambiguous on its face, its plain language will not be controlled by any custom. (Goodman vs. Whiting Lumber Company, 62 Pennsylvania superior court reports, 230.)

Corporation's Ratification of Acts

A corporation, like a natural person, may ratify any contract made, or act done in its behalf by another, although not originally authorized, if within the scope of the corporation's powers to have so authorized the contract or act. Formal action of the board of directors ratifying a transaction is necessary only when such action would have been necessary to have authorized it in the first instance. (Palmer vs. General Flooring & Manufacturing Company, 62 Pennsylvania superior court reports, 598.)

Loss of Title to Shipment

Where timber products are shipped to a buyer under his agreement to honor draft for one-half the price on receipt of bill of lading and to pay the balance on inspection of the shipment, the buyer may transfer good title to a third person who innocently relies upon the buyer's unqualified right to sell, although the buyer may have failed to pay the draft. (Georgia court of appeals, E. G. Willingham's Sons vs. McGuffin, 90 Southeastern Reporter, 356.)

The consumer of oak lumber who has a satisfactory source of supply should investigate carefully before making a change when some one else comes along and offers bargains because there is much difference in the character and texture of oak, and often what looks like a bargain may prove to be a disappointment.



The Lumberman's Round Table



Why Lumber Can't Be Displaced

One of the greatest advantages of the lumber business is that material can be produced in a comparatively short time, and it is therefore almost always available in case of emergency. One of the reasons why substitutes have a hard time making permanent inroads on business held by the lumber trade is because just at the moment when they appear to be succeeding, it is discovered that materials can't be furnished, and the consumer turns back to the old reliable, wood.

This condition is emphasized by the complications which have arisen in connection with the furnishing of the cantonments for the training of the new draft armies. Metal beds were to have been used, and indeed have been specified. But it appeared that only one company had a sufficient amount of the tubing used in these beds to be able to handle the business, and this of course was not to the advantage either of the government or the other manufacturers.

In this connection it is interesting to note that the steel situation generally is going to favor the increased use of wood in many lines where the former has been used heretofore. The Committee on Co-operation of the Council for National Defense recently published this:

It should be anticipated that the steel situation, which is developing with rapidity, will probably make it impossible for those general manufacturers, unable to find a steel substitute, to secure adequate supplies of steel, and may even make it impossible to secure any. No substantial increase in production is anticipated. Even maximum production from existing facilities cannot be expected, because transportation, labor and material conditions will interfere with the full operation of plants. On the other hand, indications are that war requirements will continue to increase.

Lumber and the Consumer

The biggest consumers are realizing more and more how important the purchase of lumber is, and are putting this department into the hands of experienced men, qualified in every way to handle the purchase and delivery of stock. Formerly it was thought that the purchasing agent, regardless of his knowledge or lack of knowledge of lumber, could take care of this item simply by sending out requests for quotations, and that the lumber could be inspected by anybody who was able to tell one variety of wood from another.

In sharp contrast with this, one of the members of the firm is lumber buyer for one of the largest and most successful furniture companies in Chicago. He devotes himself exclusively to this end of the business, and to the collateral details connected with the delivery and seasoning of this stock. And, incidentally, this furniture man is one of the greatest advocates of preparedness as to lumber stocks, and regularly carries upward of 4,000,000 feet of hardwoods on his yard. He has plenty of kiln capacity, and might get along with less, but he prefers to be on the safe side, and to have stock on hand for any emergency. The result is that the factory is never delayed and is never compelled to use lumber of questionable dryness.

Lumbermen prefer to deal with experts of this kind, who know lumber, and who can buy intelligently. There are a few members of the trade who like to find someone who is ignorant of lumber values, and whose business is supposed to represent "turkey"; but in most cases connections of this kind are of brief duration, because someone else is always turning up with a better proposition—apparently.

When you are selling to a real lumber buyer, who knows the game and who is willing to pay 100 cents for a dollar's worth of lumber, everybody is satisfied. The lumberman makes an honest profit and the buyer gets just the stock he is looking for. Likewise, he usually gets real service, because he knows how to go after it.

The Hegira of Ham

The exodus of negroes from the South, which is said to have developed alarming proportions, is not without interest to lumber manufacturers of that section, many of whom rely almost entirely upon colored men for their help.

The hegira has resulted in negroes leaving the Southland at the rate of 500,000 a year, according to some estimates, the figures being greatly increased since the war has created a great demand

among the big industries of the North and East for more help, and has established scales of wages which are almost incredibly high.

That the negro, who is a Southern product, and belongs there because the climate suits him better than any other, has some reason for yielding to the temptations held out before him is hardly to be doubted. Many negroes employed in logging work, at mills and in other departments of the industry are given treatment which is not calculated to develop any great amount of loyalty, and while there are operations at which employees of all classes, negroes as well as whites, are treated generously and well taken care of, these, it must be admitted, are more often the exception than the rule.

Some lumbermen believe that the negro has to be driven in order to produce results. Yet every lumberman can name individuals of that race who are remarkable not only for strength, but for intelligence and ingenuity, and are next to indispensable around the mill and yard. A good negro is a mighty valuable hand, and lumbermen in the South are in the best possible position to appreciate the value of services such as this.

There is no disposition to preach as to what should be done, but the practical problem of making conditions favorable enough to hold negroes in the South, where they are badly needed not only on the farm but in such industries as the manufacture of lumber and other forest products, is one which every lumberman employing negro labor ought to give some consideration to.

Labor Saving Devices in the Lumber Yard

In comparatively few lumber yards, at least in the hardwood trade, has any great effort been made to develop labor-saving devices. In most instances results are accomplished "by main strength and awkwardness," as they say in Kentucky. Yet now, with the labor situation more difficult than at any previous time in the history of the industry, seems to be a logical time to introduce whatever devices are shown to be practical and definitely adapted to this work.

The general equipment of the yard could be improved in most cases, without taking up mechanical features. For instance, the alleys in many yards are without metal of any kind, and in bad weather moving lumber is exceedingly difficult, and naturally expensive of time and labor. Putting down solid, well-made roads would be a big help. A concrete foundation could be laid, or a good macadam roadway constructed. Second-hand brick can often be purchased at a low enough price to warrant their use in road construction. If a yard is regarded as a permanent proposition, there is no reason why the roads should not be built with an eye to permanence and to the speedy and easy movement of the trucks.

An alternate plan is the construction of platforms extending all through the yard. In addition to making for ease in handling the trucks, platforms save labor in loading and unloading cars, as they are built at the proper level for moving lumber in and out of the latter. The writer knows of one yard which was equipped in this way, and the lumberman in charge of it claimed that it was a good investment. This yard is no longer operating, so that it is a question whether the period during which the platforms were in use was long enough to enable the cost of construction to be charged off. Then, too, platforms need constant repairs, and the labor cost on this amounts to something.

With good provision for moving the stock, however, the lumberman is then in a position to consider the use of power-operated trucks. Manufacturers of equipment of this character are making a drive for lumber business, and insist that there is a big saving to be made through its use. At any rate, the proposition seems to be worth considering, in view of present labor conditions, not to mention the high cost of feed.

Good piling sticks are worth while on any lumber yard, and since dry sticks are preferable to green ones, taking the trouble to make good ones will do much to insure their being taken care of and used after they have become dry.



Utility of Automatic Sprinklers



Ira H. Hoagland, secretary of the National Automatic Sprinkler Association, New York, some time ago gave an address before a club of engineers and architects on fire prevention in general and automatic sprinklers in particular.

The argument for the automatic sprinklers to reduce the fire hazard is founded largely on the theory that the sprinkler system finds a fire in its earlier stages, responds to it almost instantly and quite generally puts out the fire. At the same time through devices attached to the system it turns in an alarm.

In the larger cities the performing of this latter function of turning in the alarm makes it automatically perform a fire alarm service for the benefit of the fire department. In isolated plants where there are no water works aside from that attached to the sprinkler system, the alarm feature serves simply to awaken those interested and to call out their attention and assistance in putting out a fire and to have them on the ground to turn off the flow of water in the sprinkler system when the fire has been extinguished.

That automatic sprinklers have found and put out many fires in early stages there is no question. Mr. Hoagland showed many pictures of actual occurrences of this kind, one of which was in a veneer plant where a fire started in a rack of veneers and was actually put out by the sprinkler head above it before it had gained any great headway and the resultant damage was only nominal.

The great idea here is in the fact that it is the first five minutes that are important in connection with the starting of fires. Practically every fire in the country, unless it occurs in something that flashes or explodes almost instantly, can be controlled with very little apparatus if it is discovered within the first five minutes. Most fires prove disastrous because they are not discovered until they have gained such headway as to break out either through the roof or the sides of the building. Then they are too far gone for anything but heroic work, and serious damage has already been done.

The real mission of the sprinkler system is to discover fires and put them out before they reach the danger period. Sometimes they may fail to do this, and at times a sprinkler head may let loose and do damage when there is no fire, yet the fact remains that they have served their purpose so well that the insurance people regard them quite favorably in rate making.

One of the talking points of those who sell automatic sprinklers is that the saving in insurance cost will more than pay for the installation of automatic sprinklers, especially where there is a hazardous risk. This matter has been carefully figured out and the claim of the sprinkler people is that a system will pay for itself in from four to seven years, depending upon the conditions and the amount of saving in insurance that can be effected by its installation.

To illustrate this point, take a reinforced concrete warehouse, say for storing furniture or other woodwork, and a similar warehouse built with brick walls, wooden posts and beams and heavy plank flooring. Standing alone without sprinkler system a more favorable insurance rate would apply to the concrete structure but equip them both with a good system of overhead automatic sprinklers and they would be taken at the same rate for fire insurance. This means that ordinarily the saving in insurance to the man with the wooden construction in his building would be greater than that to the man with the concrete building, so that his sprinkler system would pay for itself in less time than the other. However, in each case the sprinkler system will pay for itself in time by saving on fire insurance.

The cost of the sprinkler system varies with local conditions, being from \$3 to \$7 per square of 100 feet of surface protected.

The usual plan in putting up a sprinkler system is to figure on from 80 to 100 square feet of surface area to each sprinkler head. Or to state it another way, for each square of floor or ceiling surface there must be a sprinkler head, and logically the distribution of the heads should be as near uniform as conditions will permit.

In the woodworking industry there are varying conditions, some of which are more favorable to success in the use of automatic sprinklers than others. The ideal condition for automatic sprinklers is in buildings well enclosed with tight floors and ceilings. The sprinkler head is then placed near the ceiling so that the fusible metal in it will respond promptly to fire because any fire occurring below sends the heat up against the ceiling and when the temperature is raised to a certain point around the sprinkler head it lets go and turns loose its spray of water.

The temperature at which the sprinkler heads let go varies. If memory is not at fault there are about four different standards, ranging from those which let go at 110 degrees to those called the hard ones requiring a temperature of near 300 degrees F. The hard ones are called into service where there is naturally high temperature as in boiler rooms and dry kilns where the softer heads would let go under the ordinary working temperature of the place and cause trouble by flooding. The softer heads are used in those places where the temperature remains quite naturally uniform and where it is desired to have a quick response in case a fire starts.

An automatic sprinkler system will generally give better service in an enclosed factory building or warehouse than in a sawmill where the sides are more or less open and the floors are not very tight. The sprinkler head up near the cutting floor of a sawmill, for example, underneath would not respond so quickly to a fire down on the floor below because the building being ventilated through the open nature of the sides the heat would not collect up at the ceiling so quickly and raise the temperature to the point necessary to make the sprinkler respond. Therefore it may be said that in sawmills equipped with automatic sprinkler systems the mills should be well enclosed and shut up comparatively tight at night so that the cross currents of air may not interfere with the best order of success in the operations of the sprinkler system.

Automatic sprinkler systems are not recommended in open sheds except cotton sheds and similar places where there is likely to be a sudden flash of fire that will raise the temperature sharply and quickly. Under conditions of that kind the response is good and the sprinklers furnish the desired protection. They would be of doubtful value, however, in an open lumber shed because the conditions are not right for collecting heat around the sprinkler head. A fire would likely gain such headway before turning loose the sprinkler under these conditions that it would require more than the sprinkler to put it out.

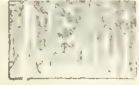
The automatic sprinkler has undoubtedly been a great factor in reducing the fire loss of the country and when summed up furnishes pretty good evidence that it fills a place in fire prevention which justifies its installation. A good sprinkler system is a matter of economy rather than expense because under conditions which call for its use it will usually effect enough in saving on insurance premiums to pay back its cost and interest on the investment. In addition to that it is a sort of night watchman that makes it possible for the owners of plants and warehouses to worry less about danger of fire.

When a fellow sees a side track full of cars standing idle and thinks about the trouble the lumber trade is having over the scarcity of cars he then thinks some things about railway management that are hardly printable.

The furniture papers are discussing the possibilities of women filling the place of men in the woodworking industries. The fact of the matter is, in some branches, especially that of making baskets and light packages, girls and women have long been important factors, and they give a good account of themselves where nimbleness and quick hand are required rather than rugged strength.



Cordwood Crop of Odin's Wood



J. B. WOODS, MALVERN, ARK.

Now that the season of winter sports is coming, there may be a measure of timeliness in mentioning that king of all pastimes which in the days of wood-burning furnaces and kitchen ranges was enjoyed by many a school-boy, from New England to the Lakes. For those of us who dwelt in small towns there was a preliminary period of anticipation, while certain farmers drove regularly into our backyards with loaded sleds and starting at the woodshed walls, built symmetrical tiers of cordwood which reached half across our yards and appeared to be a mile long. Then, after the piles had been measured to prove that so many cords had been delivered, our thoughtful fathers brought home newly sharpened buck-saws and left them with us.

As I recall the details of more than one such occasion, the instructions were to cut all knotty pieces exactly in their centers for furnace fuel and to make three equal parts of all others so that they would fit the range after being split. And strange to say there always was a preponderance of knotty stuff. After an evening spent in calculation the fact became apparent that just so many sticks were to be sawed each night after school in order to finish the job by spring. So the sport began, and many were the ruses adopted to bring into our yards those unfortunate lads who lived in tenements and had no wood-piles to play with.

Beech, birch and maple, hardwoods all, with the accent upon the first syllable. Practically every mother possessed an unreasonable fondness for maple to use in the kitchen and complained regularly that the pile was running largely to beech. Of course they could not understand this, but their sons could, for of all the species represented in those tiers the sleek and gray-backed beech sticks were easiest to cut. From the standpoint of a one-time bucksaw pusher, I cast my vote for beech as the premier fire-wood, laying all considerations of fuel value aside in the interest of sport.

It is a far cry from New England to the Grand-Duchy of Hesse, but over in that tiny state there is an area of hill land, which in topography and general appearance closely resembles the thickly settled and rolling country of our own Northeast. Each narrow valley is green with fodder and vegetable crops, while upon the slopes green fields merge into orchards and orchards into woodlands. Splendid roads twist about in every direction, and along each white course are farm buildings and the occasional spires of village churches. There seems to be but one material difference in the distant view; we have no ruined castles or Bismark Towers to crown our hilltops.

Except for the fact that there are no sugar maples here, this country of the Odenwald would be a paradise for the buck-saw boy, for the hills are covered with beech. And the Hessian foresters who control these forests agree with me in the belief that the smooth-barked and fast-growing fellow is a natural-born fuel wood. They do not claim that he is particularly valuable as a producer of timber; in fact, the trees of Odin's Wood are too branchy and short to represent fairly the sawmill possibilities of this genus. They put their trust in fuel, and thereby earn a fair profit for those who own the forests.

In olden times, when all German forests were peopled with elves and gnomes, not to mention thieves of low and high degree, there was a transient industry developed by wandering bands of Bohemians, namely the manufacture of glass. Of course this does not date back so very far, but then the passing of supernatural woods creatures and mortal robbers is not beyond the memories of old people now living.

These Bohemian glass-blowers scoured the countries adjacent to their own, and when they found a stand of fine beech they pitched camp and got down to business. For beech made splendid charcoal, and this heat-producing article was the backbone of their industry. So we find that throughout the Odenwald there are no large stands of this hardwood whose individuals are long enough of bole to make really fine sawlogs; rather they are bushy and much addicted to branchiness, a condition which generally follows wherever cutting has been made by the process of selection. In other words, wherever a forest is robbed of its best individuals the younger stuff coming up will have more

room to grow sidewise, and less need of shooting upward for the light.

But the glass industry progressed beyond the stage of gypsy camp and charcoal kiln, and the Germans awoke to the possibilities of forestry practise, so that as time went on these forests came under a system of regular productive and destructive treatment. And in many cases new species of foreign timber trees, principally conifers, were introduced as offering quicker returns on the investments. But people must keep warm in winter, and although Germany is not a country of extreme climatic changes, nevertheless her winters smack strongly of the real thing. The Hessians possessed these stands of imperfect beech trees, and they entertained positive opinions on the subject of keeping warm, so although there came a time when coal could be bought for the equivalent of seven dollars per ton, for all that the foresters kept hacking at their beeches and selling the product at a fair profit.

In terms of cords per acre these forests round about the small village of Lindenfels have a standing growth of between forty and fifty. Even at thirty cords to the acre, or the equivalent thereof, which in native terms is cubic meters per hectare and bears a different ratio, the yield if clear cut would amount to something like three hundred dollars. These figures antedate the war—probably the values are out of sight by now, considering the destruction which all timber producers have suffered in the evergreen woods. Split cordwood brought twelve dollars in our money, large limbs seven and faggots three per cord, delivered at roadside, or in other words not more than a few yards from the stumps. At the current price for sawlogs the wood paid better when sold as fuel, especially among trees from 50 to 100 years old.

Under certain conditions nature regenerates the stand when the trees are gone. Otherwise man does it by nature's aid. But the law of the land is such that for every acre cut over an equal area must be replanted by one method or another. So they watch for a good mast year, and when the tops hang full of nuts they send men and women into the woods to scratch about under the few seed trees which always are left after the cutting. Thus the ground is made ready, and when the nuts have fallen they drive cattle or sheep through the woods to plant the seeds with their hooves. Strangely enough hogs never are used for this purpose. If the animal agents are unavailable, men and women are put to work with mattock again or else the ground is left alone in the knowledge that falling leaves and winter snows will do a fair job at covering the nuts anyway.

I have before me a summary of the Lindenfels forest budget for the year 1912-1913, covering an area of 400 acres and bearing an explanatory title as long as the page is wide and then some. There are five main divisions, consisting first of a definition of all cutting operations and dealing with every conceivable situation which may arise. They do not state how many steins of Hessenbrau the forester shall consume per diem, but then he is an old man and ought to know how to regulate his own strictly personal affairs. Interesting among the provisions is one which declares that the litter shall be sold from one-twentieth part of the total area during the given period, which keeps the market active by limiting the supply.

Four main appropriations follow, namely 200 marks for replanting cutover lands; 160 marks for road building, which means maintenance, as there are enough good roads already; for collecting insect pests, 25 marks; and for protecting friendly birds, five marks. One can scarcely keep from asking the kind forester just how well he expects to feed the birds on four hundred acres with a dollar and a quarter to spend during a whole year. But he is just like any other salaried man, albeit perhaps a trifle wiser than the average, and he does as nearly as possible that which his directors, the village fathers, tell him to do. And as he makes them a nice fat profit on their investment, even as high as three per cent some years, it scarcely behooves us to criticize. He may be weak on sawmilling, but when it comes to cutting firewood without diminishing the standing timber he can deliver the goods.

FIGURED GUM



Our 16
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY



Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dyer



NICKEY BROTHERS INC
MEMPHIS

Standardizing Curved Veneered Work

The Tendency Has Been for Each Manufacturer to Make His Own



FEW years ago, before Period styles in furniture came into vogue, with their simplicity of lines and absence of unnecessary ornamentation, the furniture manufacturer was up against the proposition of taking care of a lot of curves in his designs. This applied not only to beds, but to case goods as well; there were curved panels and drawer fronts to be manufactured, and these invariably were the things that gave them pause, as Mr. Shakespeare so well puts it.

As suggested, the straight lines of the Period designs have to a large extent eliminated the curved panel from the situation for the present, though there is a general assumption that it will ultimately come back. Variations in design are likely to be introduced all the time, and after the changes have been rung on the present ideas, bed-room suites and other furniture involving the construction of curved panels will doubtless be designed by those who are in charge of the furniture styles.

Curved panels are still seen here and there, of course, as the Colonial designs are not altogether out of it, though superseded to a large extent by Period stuff; but the troubles of the superintendent have been lessened by the gradual and substantial reduction of the amount of such work which had to be provided. As a matter of fact, this is a change which has been greatly appreciated by those who have to do with the manufacture of glued-up work in the furniture factories, and they are very thankful to the designers for the respite which they have been given.

The difficulty and trouble involved in handling curved panels are well understood by the trade; in fact, there are many leading manufacturers of panels who do not handle work of this kind under any considerations. They have found that anything "special," and a curved panel job always comes under this head, costs too much to handle, and that it is not worth while to bother with it. A few concerns have specialized in the manufacture of curved stock, but these have been decidedly in the minority. The result has been that most of the users of such work, especially where their requirements as to each size and dimension were small, have manufactured it in their own glue-rooms.

Changing from designs involving curved panels to those which require only flat built-up work has, therefore, enabled users of glued-up work to buy it in the open market, instead of having to make their own stock. Whether this will have the effect of changing concerns which have been in the habit of laying all their own veneers to buyers of glued-up work rather than thin stuff remains to be seen. The convenience of getting panels ready to use and avoiding the troubles of the glue-room will probably appeal to many, especially since the elimina-

tion of curved work to a large extent makes it unnecessary to maintain this.

The situation which exists at present suggests possibilities in the direction of standardizing curved panel work which have not been considered up to this time, because of the extent of the work handled and the obvious difficulties which would be involved in bringing about so comprehensive a change. But with the limitations of this type of product reduced because of changes in current designs, this seems to be an opportune time to discuss the subject, and to bring to the attention of designers, as well as superintendents in consuming factories, the advantages which follow the use of standard designs of this kind.

Manufacturers of case goods, beds, and other products in which curved work is used, who through the substitution of flat work have become temporarily, at least, the beneficiaries of the conveniences which this has introduced, will respond to the suggestion that if curved work were standardized, it would be possible to buy it to greater advantage in the open market. Even if the individual manufacturer preferred to continue to make his own glued-up stock, it would simplify his operations, since the manufacture of special forms would be reduced, and the cost of making these would be saved.

This is a big item, and in the old days when curved work predominated, every factory accumulated an enormous quantity of material which had been used for a time in the production of curved panels, and had then been thrown away as absolutely useless when a slight change was made in the design. The cost of material and labor involved in producing special forms for the manufacture of curved work is greater now than ever before, and therefore the opportunity to make a substantial saving in the manner indicated should be more attractive than ever.

Attention has been called from time to time to the possibility of automatically standardizing flat work, from the standpoint of the panel manufacturer; that is, making a selection of business which presents a coincidence of dimensions, and therefore permits manufacture without regard to special orders. While this can be worked out with satisfactory results with flat work, it would be impossible to do this without conscious effort as far as curved work is concerned, because it would be too much to hope that a great number of consumers would follow the same ideas exactly in designing their products, and that these would involve no variations in dimensions. The use of curves in the design would introduce great possibilities for minor variations, and therefore would increase the difficulty of attempting to standardize a busi-

(Continued on page 28)



Picture Story of a Modern Veneer Plant

One does not naturally associate the noise and bustle, the crowded streets and tall buildings of Chicago with the forests or their products, with the hum and roar of the saw nor the smell of the freshly opened log. However, while the causes for such association do not appear to the laymen, there is an economically sound reason why high-priced logs can be and are converted into veneers and lumber right in the midst of the busiest of city life. The reason is the location in and near Chicago of an enormous woodworking industry—thus providing a ready market and enabling the Chicago manufacturer to keep constantly in touch with all the needs of his trade.

Chicago, therefore, has several veneer and lumber manufacturing plants of a high order and the newest is that of The Dean-Spicker Company, located at Twenty-second street and South Crawford avenue. The plant was built a few years ago by the Black Lumber and Veneer Company and successfully operated by that firm until it was sold bodily a few months ago to the newly-organized The Dean-Spicker Company. The plant is so thoroughly modern and so efficiently arranged that it offers interesting possibilities for observation by those interested in the production of high-grade veneers and cabinet lumber. As all will not be able to view the plant we herewith take it to them.

Part of a direct shipment of splendidly figured African mahogany logs at the up-to-the-minute plant of The Dean-Spicker Company is illustrated in the first picture. The company has been successful in its endeavor to keep a good supply of logs, veneer and lumber ahead, and is fortunate now in having a future supply assured. All except those logs with little figure are cut into veneers.

The warehouse interior in the second view speaks convincingly in its own behalf. A more orderly, clean appearance cannot be imagined. Every condition is favorable to preserving stock in the best possible shape.

The third view shows a Capital Machine Company slicer with a twelve-foot knife. While this machine has a capacity of 90,000 to 100,000 feet a day, The Dean-Spicker Company prefers to concentrate on quality and so the machine is not exerted beyond the production of about 60,000 feet in a day's run.

View No. 4 illustrates the fine conditions under which the machine hands work, enabling them to get the best results possible out of every log. This view represents some mahogany flitches that are being turned out on the band saw to be taken

from there to the steam vats and slicer.

The walnut logs in picture No. 5 are all highly figured. Thoroughness marks the selection of the Dean-Spicker log supply. This batch runs from 20 to 34 inches in diameter.

Picture No. 6 shows the interior of the veneer mill containing in addition to the slicer, two saws and a 94-foot veneer drier. An additional saw will shortly be installed. Note the absence of refuse and the thoroughly efficient look of this busy room.



J. T. SPICKER, PRESIDENT,
DEAN SPICKER COMPANY.

Picture No. 7 is full of action. It shows the receipt of a carload of quartered white oak flitches and loading a carload of mahogany veneers. Their plant has fine shipping facilities over the C. B. & Q. and Belt lines.

The last view shows the warehouse and offices, this building being 100 by 200 feet. On the first floor are stored all sawed and sliced selected Indiana growth oak, and on the second floor walnut and mahogany.

At the bottom are shown pictures of Julius Spicker, president, and J. Richmond Dean, vice-president and treasurer. Mr. Spicker was with C. C. Mengel & Bro. Co. for nineteen years. He was manager of their export department, and when they went into the mahogany field he became their sales manager. He has spent a good deal of time in Europe and is thoroughly familiar with all phases of log importation.

Mr. Dean began his wood career with C. L. Willey of Chicago, serving from the bottom up. He bought an interest in the Black Lumber and Veneer Company plant several years ago, and was vice-president in charge of sales.

W. L. Hammond is secretary of the concern and in charge of the office.

Maxwell P. Spicker, son of Julius Spicker, has been active in the sawmills and yards for the past two years, and is now also assisting in the sales. B. M. Minigus, one of the most competent and best known men in the veneer trade, is connected with the sales department.

The plant is under the superintendence of P. Lynnes, who has had a good many years of experience in the manufacture and cutting of fancy woods.

Of course anybody with good equipment can turn out good veneer and meet the needs of the average buyer with reasonable satisfaction. However, as in any line, the more harmonious are the internal workings of an organization, the better that institution can handle the needs of its trade. Thus, in The Dean-Spicker Company the realization by each member that all the others are well qualified for the work they are handling gives just the right spirit of working together for the benefit of the man who buys Dean-Spicker goods.

This working together does not take the form merely of good natured harmony. It is based upon the fact that each man's study and experience has enabled him to lend just the right type of practical benefit in the every day working conditions. It is evident not only in peculiar or unusual circumstances, but makes itself felt in the every-day run of the business. This is true in every department—in the office and sales forces and throughout the manufacturing end it is equally evident.

In summing up the spirit of the Dean-Spicker service, it might be said that they aim to provide a careful selection of stock to specifically meet the needs of different manufacturers, and this effort is backed by the best equipment money can buy, and the most careful supervision obtainable anywhere.



J. RICHMOND DEAN, VICE-PRESIDENT,
DEAN SPICKER

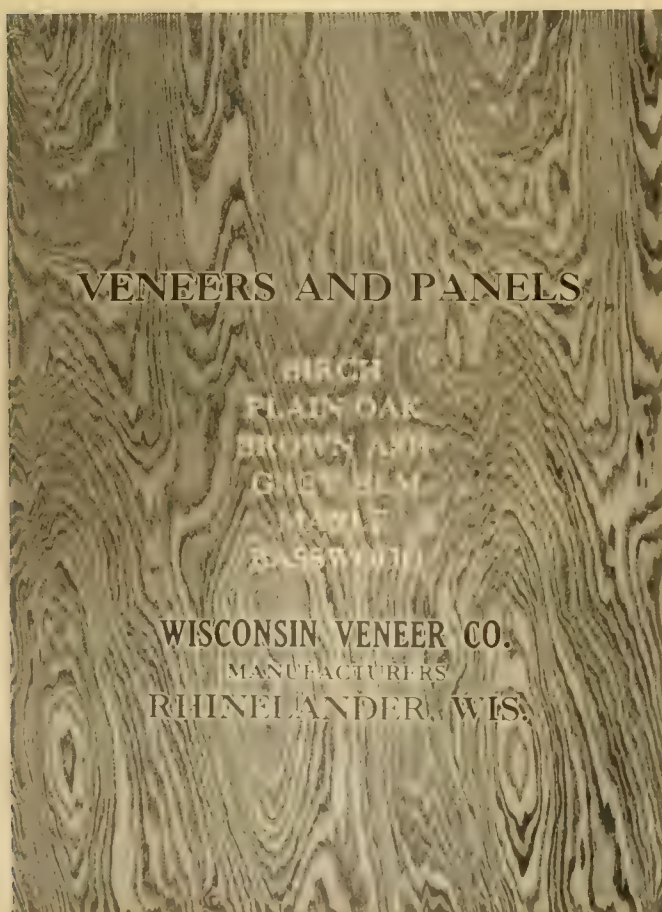




THERE'S A REASON —

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.
"He profits most who serves best"

Evansville Veneer Co.
VENEERS
MADE IN INDIANA



VENEERS AND PANELS

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.

(Continue from page 25)

ness devoted to manufacturing glued-up work of this general character.

The importance of standardization in this department of the veneered products field was emphasized not long ago by one of the executives in the production department of a large seating company, who said that only by making seats in quantity can the price be held to its present figure. The company has certain established designs, and no consideration would induce it to depart from these in order to take care of the whims and fancies of an individual buyer. The cost of making forms for the production of curved seating is great, and becomes a minimum factor in the production of the work only when the output of a given number is very large. The seats are produced by the thousands, and in this way the cost of the equipment becomes a minor factor. But if the forms had to be manufactured for the production of a few seats, relatively speaking, the cost would be out of proportion. The time required for the work would be too great to justify handling a special order of this kind.

The seating business is probably the largest in which curved panel making is a necessary and permanent factor, in view of the necessity of making a product which will be "form-fitting." That it has seen to it that standards be established and adhered to rigidly, special designs being frowned upon as useless and wasteful, ought to be suggestive to the manufacturer in the business where curved panels are not absolutely necessary, though occasionally introduced as a means of relieving the severity of designs carried out entirely by means of straight lines. If curved work is to be used at all, let it at least follow some established standard, so that its manufacture will be simplified, and the cost of production held to a reasonable amount.

The seating business, it is interesting to note, has thoroughly demonstrated the value and utility of veneering as a means of resisting strain and developing the greatest strength and permanence at the smallest cost of material. Only by the use of glued-up work would it have been possible to make the light, graceful and inexpensive seats which are used in most of the moving picture theaters, and which play such an important part in the most popular recreation of the day. A cheap seat is just as necessary as a cheap film, and building up the material used in making seats opens the way for a sturdy yet economical product.

It is even to be noted that in making the heavier seats for churches, where it would be possible to use solid material, the usual practice is to glue inch boards together and to cut the seats out of them, in order to provide a laminated structure which will resist all tendency to warp. Wherever curves are introduced, strain is increased at certain points, and the use of several plies of material seems to be the only way to establish a factor of safety and enable the product to withstand the strain indefinitely.

Standardization is the big idea of the day. Its military value is such that it has been given special study ever since the great war began.

Another View of the Large Black Walnut Tree



The first log contains 1369 feet and it is one of the few exceptionally fine specimens of American Black Walnut to be found in the Central States. This stump has extraordinary indications of figure and the figure can also be seen extending far up into the log, which is a very valuable piece owing to its figure and wide, clear cuttings.

PICKREL WALNUT COMPANY
Exclusively Walnut **ST. LOUIS, MO.**

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

MAHOGANY LUMBER

About ten carloads 1" No. 1 Com.,
also other thicknesses and grades of

MEXICAN & HONDURAS

MAHOGANY

dry enough to put in a kiln
with safety.

If at any time we can
serve you better by
telegraphing kindly
wire at our expense.

We are carrying a nice stock of
SAWED VENEER, 1/8", 3/16"
and 1/4" Mexican; also several
MILLION feet of SLICED
1/24" and 1/28" Mahogany, and
AMERICAN WALNUT veneer
ranging from plain to highly
figured. May we send samples
to you?

HUDDLESTON-MARSH MAHOGANY COMPANY

2254 Lumber Street
CHICAGO

33 West 42nd Street
NEW YORK CITY

MAHOGANY

We have in our yard in San Francisco
ready for IMMEDIATE shipment
the following

Guatemalan Hard Mahogany Lumber

FIRSTS AND SECONDS

160,000'....4/4	4,000'...10/4
18,000'....6/4	8,000'...12/4
6,000'....8/4	2,000'...16/4

NO. 1 AND 2 COMMON

50,000'..... 4/4 to 8/4

Write us for prices

We also have:

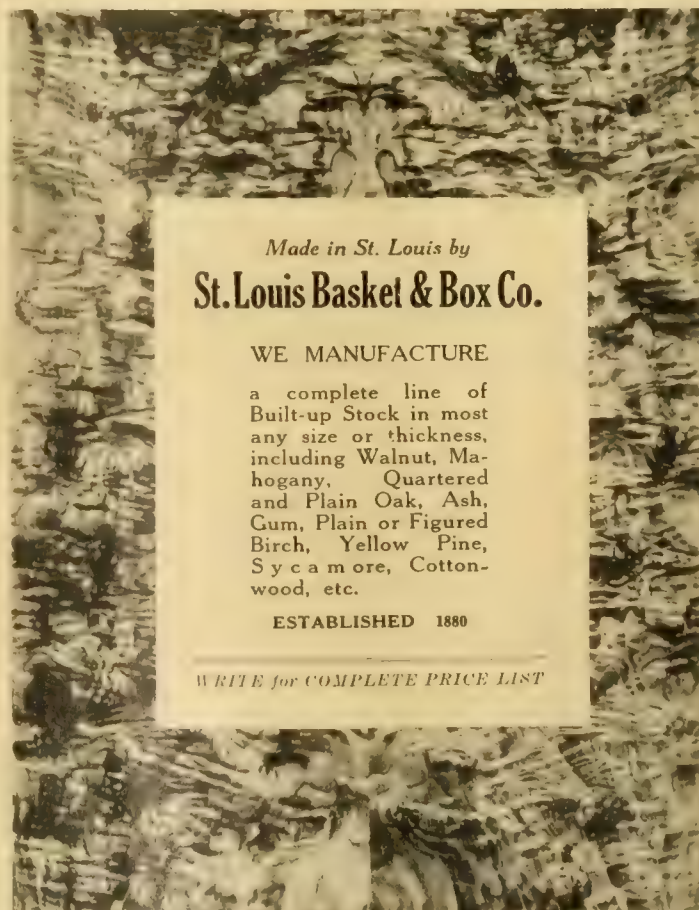
Genezero—80,000'.....4/4 to 8/4

Hawaiian Koa—25,000'.....4/4

FIRSTS AND SECONDS

WHITE BROTHERS

5th & Brannan Sts. San Francisco



Made in St. Louis by
St. Louis Basket & Box Co.

WE MANUFACTURE
a complete line of
Built-up Stock in most
any size or thickness,
including Walnut, Ma-
hogany, Quartered
and Plain Oak, Ash,
Gum, Plain or Figured
Birch, Yellow Pine,
Sycamore, Cotton-
wood, etc.

ESTABLISHED 1880

WRITE for COMPLETE PRICE LIST



We Have Every Confidence in Our Goods *because*

They are made all in our own plant;

We have the best equipment that can be bought;

They are made under the most competent supervision possible.

These are the three really essential features to successful manufacture. We would be pleased indeed to throw our entire plant open for your inspection.

OUR LINE COMPRISES

Oak, Mahogany and Walnut in Lumber and Veneers

J. T. SPICKER
President

J. R. DEAN
Vice Pres. & Treas.

W. L. HAMMOND
Secretary

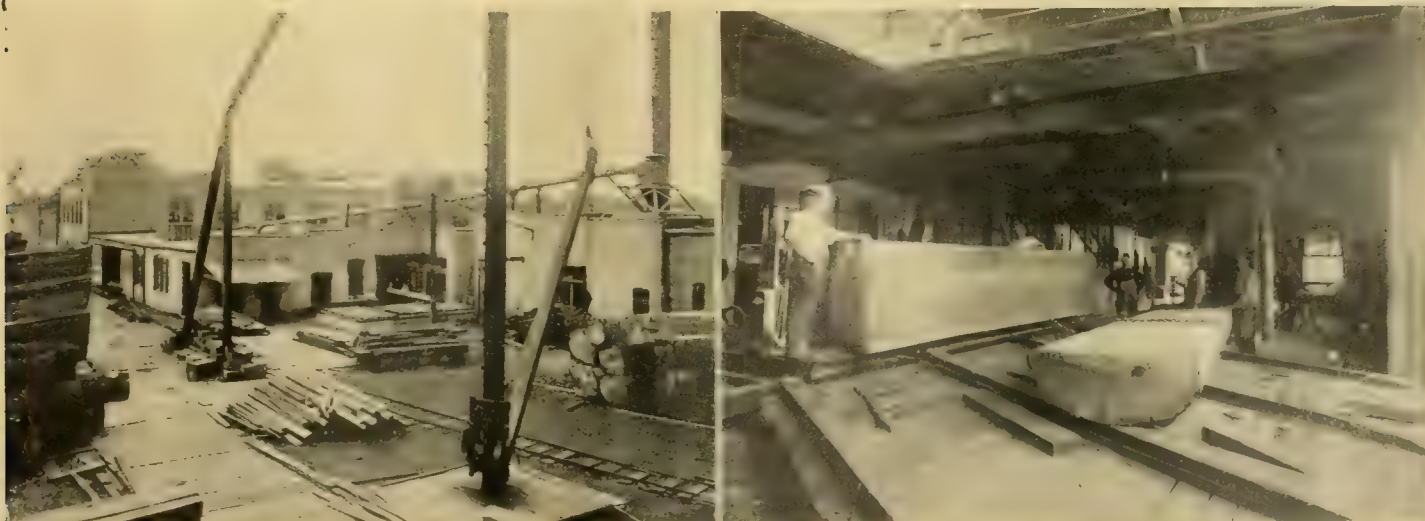
THE DEAN-SPICKER COMPANY

22d Street and South Crawford Avenue

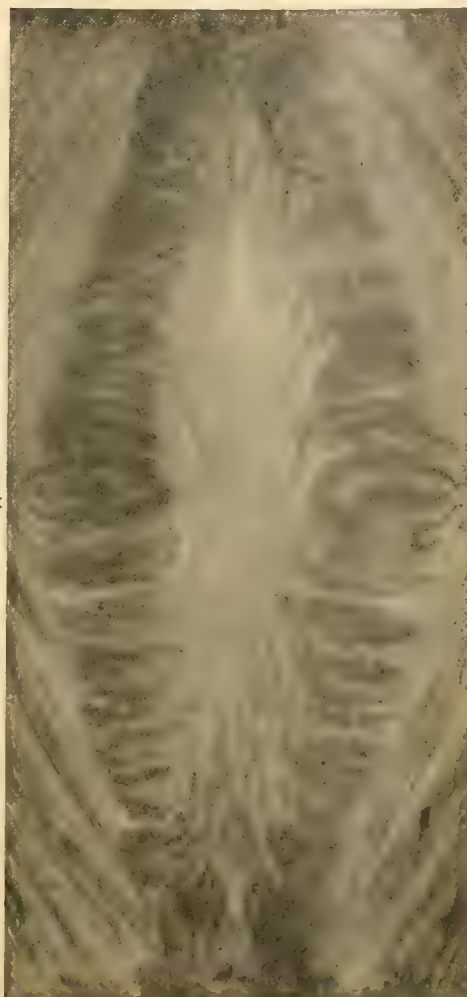
TELEPHONE LAWDALE 7000

CHICAGO

Cable-Deanspick



All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN



Great Progress by Oak Association



An increase of 200 per cent in its membership since the organization meeting last November is regarded by the American Oak Manufacturers' Association as its most brilliant achievement so far. Additions made to the membership roll in July bring the total to 102, but the good work is still going on and the association attributes its success in this direction principally to the active and intelligent efforts of the membership committee, to the persistent manner in which members keep before non-members the benefits accruing from identification with this organization, and to the splendid results it has been able to accomplish in behalf of oak lumber during its rather brief career.

Until the first of the year many consuming lines that had formerly been extensive users of oak had almost forgotten this wood because of the stagnation in demand therefor among ultimate consumers. This condition, however, is being corrected with such vigor and enterprise on the part of the association that furniture factories and other manufacturers are now seeking to work out designs that will satisfy the new demand that has set in for this wood. The advertising campaign is bringing results and, with this well under way, the association believes that oak has a splendid opportunity of resuming its former position in the American market.

The association now has all the activities planned in the beginning in full operation and the members are congratulating themselves that, under such rapidly changing conditions in the lumber industry, they have such a perfectly organized body to look after their interests. New situations are having to be met almost daily and the association is able to arrive at a correct knowledge of what is happening of interest to oak manufacturers in a way that would be impossible if individuals and firms had to depend on their own efforts.

The association is also performing excellent service in co-operating with the National Council of Defense at Washington, through the sub-

committee on lumber. Just now information regarding oak is considered of particular value to the government because of its important use in the manufacture of materials for use in the war. The association, through the co-operation of its members, is materially assisting the government in making adequate war preparations.

Another feature of its work is the compilation of information regarding actual sales and stocks. A correct knowledge of market conditions is considered essential to lumber manufacturers in general and to manufacturers of oak lumber in particular.

Oak is recognized as the most abundant hardwood of the country, but the association fully realizes that it must be advertised and pushed just like any other product if maximum results are to be obtained.

It is now recognized that the organizers pursued a far-sighted policy in establishing the American Oak Manufacturers' Association to represent the oak industry in every legitimate manner and to specialize in its behalf.

In this connection *HARDWOOD RECORD* desires to make a distinct apology to the oak association for an item appearing on page 34 in the last issue. Because of an oversight, a little item was placed in that page which had been in type for several months. In fact, it was written before the organization of the oak association and the printers overlooked instructions to kill it. The item, of course, was obviously meaningless under the circumstances as it was a suggestion of and a plea for the organization of an oak association.

HARDWOOD RECORD makes this explanation to obviate the possibility of anyone having the wrong impression as to the activity of the association which has since been organized. The above story lets the work of the association speak for itself.



Cars More Plentiful in Memphis



Although there was rather marked shortage of equipment for handling outbound shipments of lumber and lumber products some days ago because of the failure of northern and eastern roads to return cars they had used to the lines in this territory owning them, the situation at present is considerably improved and most of the lumbermen at Memphis are able to secure all the cars they need for the handling of their shipments. The same is true of lumbermen on the main lines of the roads operating through Mississippi, Tennessee and Arkansas. But there is still quite a considerable deficiency in equipment on some of the short roads in Mississippi and Arkansas, with the result that shipments of lumber are being delayed even yet to a material degree. There is distinct complaint from official sources regarding the shortage of cars for handling lumber shipments on the Southern Railway in Mississippi and on several of the short lines in Arkansas. The Southern Hardwood Traffic Association is, as usual, looking after the interests of shippers of hardwood lumber and other forest products and it reports that, when the shortage developed some time ago, it appealed directly to the car service commission at Washington, with the result that southern-owned cars are being rapidly returned where they belong.

Generally speaking, there is a better movement of logs to mills at Memphis and to other milling points in this territory, but there are instances where some of the largest mills are forced to operate intermittently because of their inability to secure the necessary box cars. It seems that the mills which own or buy logs which can be handled into Memphis on two or three lines of railway are getting enough logs to keep their plants going on full time. But it appears to be equally true that where a firm owns all of its timber on a single line of railway, it is practically impossible to secure enough timber to justify operating its plant at anything like capacity. This applies

to Memphis and to other points in the Memphis territory. The flat car situation, however, is gradually getting better and a rather more optimistic view is entertained regarding output during the remainder of the summer. It is noteworthy, however, that even those firms which are able to secure large quantities of timber are not in a hurry about moving it to Memphis. They are willing to keep enough ahead to enable them to keep in operation, but they are fighting shy of any accumulation because of the fear of deterioration at this particular season of the year. Thus, manufacturers of lumber at Memphis would find themselves in a rather awkward situation with respect to immediately available supply of logs should the car situation take a sudden turn for the worse.

Reports indicate that logging is making better progress than at any time since the first of the year. There have been numerous showers in the valley territory during the past few days, but these have not interfered with either the cutting or hauling of logs. Furthermore, there is rather less complaint on the score of labor than there has been recently. This is due in part to the return of negroes from East St. Louis and other points north and in part to the close approach of the laying-by of crops in this territory. Some firms report a plentiful supply of labor and, generally speaking, there are less complaints on this score than for some time.

Bulletin Concerning Ash

The Forest Service has published bulletin 523 by W. D. Sterrett, "Utilization of Ash." It is a pamphlet of fifty pages, filled with information relating to the supply and utilization of this valuable wood in this country. Particular attention is given to various uses, and the list of such uses includes over 300 articles made of ash. The bulletin contains much historical and statistical information which should prove valuable to the manufacturer and users of ash.



Working to a Fixed Purpose



On July 10 and 11 the secretaries of the associations affiliated with the National Lumber Manufacturers' Association, the trade extension committee of the National, John W. Blodgett, chairman, and the executive committee, R. B. Goodman, chairman and acting president, met at the association offices in Chicago to review the work done by the association since the board meeting in Washington, June 20, and to make plans for the work during the coming year, in accordance with the general scheme of organization and financing adopted at the board meeting in Washington.

Mr. Goodman's statement of finances showed that the working assets are considerably ahead of the liabilities so that the assessments from the affiliated associations, upon the basis of $\frac{3}{4}$ cent per 1,000 feet, beginning July 1, are all available for new work in the various departments. The association is further strengthened by the possession of large assets in the form of publications on hand, moving picture films, models of buildings, samples of commercial woods, and raw material.

The retail service department, conducted by H. R. Isherwood, is giving advice and assistance to retail dealers throughout the country in the establishment of service departments fully equipped with plans for the construction of all kinds of buildings in their localities, samples of finished woods, publications of the lumber associations, and everything that enables the retail dealer to become a lumber merchant and sell complete service.

The presidents and secretaries of the principal state and regional associations of retail lumbermen will be invited to attend next October a meeting of the trade extension and advisory committees of the National to discuss plans for more efficient work.

Tests of methods of fireproofing shingles, as carried on at Dr. Von Schrenk's St. Louis laboratory, were approved, and shingle manufacturers will be invited to assist the work by contributing funds.

When funds permit, it is the purpose of the association to employ an agricultural architect to make plans for farm structures and outline methods of a greater use of wood in farm buildings.

SUBSTITUTING WOOD FOR STEEL

The nation-wide campaign to conserve the steel supply by substituting wood wherever it is found practicable to do so was given special consideration by the meeting. In speaking on this subject, Mr. Goodman said that in the lumber industry while the call for 2,000,000,000 feet for land and sea equipment was large, it constitutes but a small part of our annual cut of lumber, leaving more than 40 billion feet of lumber for the general requirements of ordinary business. But in these requirements our lumber becomes again a secondary aid to our national cause. The boxes for army munitions, the hardwood for army wagons and motor lorries, the lumber that the farmer uses to store his grains, to house his farm implements, and to hold his silage is all lumber used to make our service in the war more efficient.

But next to our soldiers and next to our food supply our greatest contribution to the allied cause is steel. Steel in finished products such as guns and shells, motors for trucks and aeroplanes, shapes and plates for steel ships, armor plates and innumerable other things, even to the tin for canning meats and vegetables has made an alarming addition to the already existing demands of England, France and Russia for our steel products for similar purposes and added to this the vital needs of the railway systems of these countries and our own country for rails and car material have in the aggregate taxed to the utmost the capacity of our coal mines, our iron mines, our railroads, our coke furnaces, our blast furnaces and our rolling mills.

EMERGENCY TO BE MET BY LUMBER

All of the great producing industries are overburdened except lumber. In speaking on this subject, Mr. Goodman quoted Mr. Brookmire as follows:

In at least one great basic industry the supply has been greater than the demand, ever since the beginning of the war, and still continues to be. That is the lumber industry. If enough lumber were supplied for its transportation it is likely that lumber production could be increased 50 per cent. Many things used to be made of steel which have since been

replaced by steel cement or brick. Any manufacturer or builder who can release some of the commodities which are scarce and substitute lumber for his own use, would do a patriotic service.

The course for business men to pursue is clear. Iron and steel should be used only when the requirement is unavoidable. Every effort should be made to use wood and concrete in place of steel whenever this can be done, and construction and development work requiring steel should be postponed wherever possible.

Mr. Goodman commented on this quotation as follows in addressing the meeting:

We advocate the use of wood wherever it can advantageously be used, and particularly in place of steel—wooden beams instead of steel beams, lumber in place of corrugated iron, and tin and wooden shingles instead of metal shingles. We do this not in a spirit of antagonism to the steel industry but in the spirit of patriotic conservation and national economy. In promoting this campaign we feel we have the hearty support and are working for the real benefit of the manufacturers of steel.

There are as many different angles to this campaign as there are possible uses for wood. Already we have had in some of the lumber trade journals most timely articles on the use of wood for the storage of the valuable crops of the farm; the same arguments apply to the better housing of the now most valuable live stock of the farm. The scarcity of farm labor has necessitated the more extensive use of labor-saving farm machinery and the enhanced cost of this machinery makes a suitable shelter for it true economy.

It was pointed out that the retail lumber dealer has it in his power to increase the demand for wood by pointing out to his customers how they can use wood in many ways where heretofore they have used iron or steel.

Chicago Furniture Show

The July furniture exposition, the thirty-second that has been held at No. 1319 Michigan avenue, Chicago, is drawing to a close. The exhibits were among the best that have ever been brought together here; but the general opinion among exhibitors is that the success did not measure up with former years. During the first week business was brisk, but the rush was soon over, and after that the number of buyers was only moderate.

The cause of the unsatisfactory showing seems to be pretty well agreed upon among the exhibitors. It is the war, but particularly the draft which came to a focus in July and had its effect upon every city, town, and village in the whole country. There was uncertainty everywhere, and this caused hesitation. It was not an auspicious time to lay plans for the future, and the result was a rather unsatisfactory outcome of the July furniture show in Chicago.

The furniture dealers see a ray of light ahead in the fact that the thousands of young men who decided that they would rather marry than go to war, must take up their domestic responsibilities and go to housekeeping. That will call for furniture, and the situation will be helped.

Dealers are generally well stocked, owing to the light sales earlier this season; and they have postponed buying new stock until they have made more progress in selling what they have on hand.

Nothing startling has appeared during the past six months in the way of new styles in furniture. The fashions have not changed much. Oak continues to be the leading furniture wood in America, followed in the order named by red gum, maple, and birch, with yellow poplar and chestnut in cheaper kinds, or as interior parts of expensive furniture. Quartered oak seems to hold its place as firmly as ever, if it may be judged by samples on exhibition. Figured gum is prominent, and now and then a stray piece of Circassian walnut has come down from pre-war times; but when furniture makers use walnut now, it is black walnut which seems to be sufficiently plentiful to meet all demands.

Metal furniture occupies an important place, but there is some trouble because of the necessity of increasing the selling price on account of the cost of steel. Some metal furniture is being finished and grained in imitation of wood, particularly bedsteads.

Traveling expenses have increased to such an extent that some of the furniture men speak of the matter in a serious way. The increase, compared with times of the years ago, runs to forty per cent.

The Mail Bag

B 1129—Birch Squares Wanted

Woodstock, Ont., July 11.—Editor Hardwood Record: We are in the market for a car of clear birch squares 2"x2"x22". Could you kindly oblige us by letting us know the names of parties manufacturing this grade of stock?

B 1130—Basswood Sought

Marshallville, O., July 23. Editor HARDWOOD RECORD: We are in the market for several cars of basswood dressed to dimensions for ladder beams and thought perhaps you could put us into communication with a suitable source of supply. Is basswood plentiful enough to warrant our adopting it for use as ladder beams?

Clubs and Associations

Vie for Heavy Loading Honors

The Southern Hardwood Traffic Association is co-operating with the railroads with all possible vigor in urging its members to load all cars to capacity. It has furnished loading sheets on which the complete records of its members are kept and it is making a compilation at stated periods showing just what is being accomplished and what firms are securing the most satisfactory results for any given time.

J. H. Townshend, secretary-manager of the association, reports that the following firms occupy the honor roll for the first ten days in July:

Tallahatchie Lumber Company, Phillip, Miss., for the Yazoo & Mississippi Valley line of the Illinois Central system.
Brown & Hackney, Inc., for the Rock Island System in Arkansas.
The Morgan Veneer Company, Pine Bluff, Ark., for the St. Louis, Iron Mountain & Southern in Arkansas.
The Holly Ridge Lumber Company, Holly Ridge, La., for that State.
Chickasaw Cooperaage Company for Memphis.

Officials of the Rock Island, the Frisco and the Illinois Central systems have conveyed their appreciation to the association of the splendid work it is doing in the direction of heavy loading of cars through its members and are encouraging it to keep up the good work.

One Reason for Car Scarcity and High Prices

A recent bulletin of the Northern Hemlock & Hardwood Manufacturers' Association contained the following interesting item:

Up in Illinois there is a certain coal mine in a certain town that sort of worried the federal government. It had been closed, despite the fact that it was one of the best equipped, one of the best paying and one of the most economically operated plants in the United States. Federal agents recently paid the plant a visit. Its situation was among the hills of Bureau township, far removed from many of the tempting realities of civilization. Their attention was called to sixteen box cars standing on a siding, all duly sealed. They broke open one of the cars and discovered it was filled with potatoes, all past salving for the market. They immediately became busy and discovered the potatoes were the property of Chicago speculators, that they had been sidetracked at the coal mine so as to keep them off the market and thus hold up prices. The feature of interest to manufacturers of lumber is that it offers one of many reasons for the scarcity of box cars during the last few months. Speculators found them very serviceable as warehouses.

Memphis Has Exchange Board

There is a real lumber exchange in Memphis now where members may buy and sell for immediate or spot delivery to their hearts' content. This exchange has just been installed in the rooms of the Lumbermen's Club of Memphis in the Chamber of Commerce building by that organization which has prescribed the terms and conditions governing such transactions.

Two large blackboards have been provided for the posting of "lumber for sale" and for the announcement of "lumber wanted" and by means of making known what is for sale and what is wanted the club is greatly facilitating the transaction of business in hardwood lumber. Members are taking very kindly to this innovation which saves much time and which greatly aids in transactions as between themselves. Something like 150,000 feet of lumber was traded in the first day the exchange opened and one single firm announced that it was in the market for 100,000 feet of choice oak stock for which it began immediate negotiation.

The club has been considering the opening of this exchange for some time and the members generally are quite optimistic regarding the service it will render. Accurate records will be kept of all transactions so that the club may be able to tell just what is being accomplished. If the exchange feature proves as popular and as successful as the employment bureau the members will be more than pleased. The latter has placed about 500 mill workers and lumbermen during the six and one-half months it has been operating, some fifty or sixty in high-class positions.

All transactions will be confined to "spot" stock. No effort whatever will be made to deal in lumber for deferred delivery. Nobody but members of the club can use the exchange.

Land Association Investigating Cattle

It is announced that the Southern Alluvial Land Association, following its recent semi-annual meeting at which cattle and live stock raising was discussed by experts, will take immediate steps looking to the gathering of accurate information regarding this industry with a view to stimulating it as much as possible.

Much interest in cattle raising is being manifested by members of the association and the investigation to be made in Mississippi and Louisiana by V. H. Schoffelmayer, assistant secretary of the association, will be for the purpose of determining the possibilities in this particular direction. Particular attention will be paid to working under a profitable system and live-stock farms of a number of members of the association will be visited.

Arrangements have been perfected for the dissemination among members of reliable information regarding the cost of silos and the character of silage that will give the best results in cattle feeding.

The association favors three breeds of beef cattle, Aberdeen Angus, Herefords and Shorthorns.

Weights of Hardwood Lumber

Inquiries are often made concerning the green and the dry weights of lumber. The table below is an old one and was published years ago but it is of sufficient interest to be made public again. It was adopted by the National Hardwood Lumber Association in May, 1901.

	Dry Pounds.	Green Pounds.		Dry Pounds.	Green Pounds.
Black Ash.....	3250	4500	Soft Elm.....	3000	4500
White Ash.....	3500	4500	Gum.....	3300	5500
Beech.....	4000	6000	Hickory.....	4500	6000
Basswood.....	2400	4000	Mahogany.....	3500	4500
Birch.....	4000	5500	Maple.....	4000	5500
Butternut.....	2500	4000	Oak.....	4000	5500
Cheery.....	3800	5000	Poplar.....	2800	3800
Cottonwood.....	2800	4500	Sycamore.....	3000	4750
Chestnut.....	2800	5000	Walnut.....	3800	4800
Cypress.....	2000	5000	Yellow Pine.....	3200	4300
Rock Elm.....	4000	5500			

Retail Association Announces First Meeting

The National Retail Lumber Dealers' Association announces that it will hold its first annual convention in Chicago, Friday, September 7. The committee in charge of business and pleasure movements from the local standpoint are: E. L. Barth, E. A. Thornton, A. T. Stewart, Wilson Martin and Neil Flanigan. A live and helpful program is assured.

With the Trade

West Virginia Plant Again in Operation

The West Virginia Veneer Company, located at Williamstown, W. Va., has not operated for a number of years, due to a receivership. The company has recently been re-organized under new ownership and is now operating under the style of the West Virginia Veneer & Package Company. C. A. Dunfee is in charge.

The company will manufacture barrel crates, baskets and similar packages and veneers for their manufacture.

Hearing on Jones & Dunn Case

The complaint of Jones & Dunn, Jennie, Ark., vs. the St. Louis, Iron Mountain & Southern Railroad, involving rates on hardwood lumber from Jennie to Cairo and points beyond and seeking a reduction of 2 cents per hundred pounds on such rates, was heard at Memphis Monday, July 16, before Examiner McGeehee of the Interstate Commerce Commission. J. M. Jones of Jones & Dunn and F. B. Larson, assistant secretary of the Southern Hardwood Traffic Association, presented evidence in behalf of the complainants while J. H. Townshend, secretary of that organization, acted as attorney.

The evidence will be submitted to the commission. Decision will probably be reserved for some time.

New Commerce Chief Chosen

The vacancy caused by the resignation of E. E. Pratt as chief of the Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, has been filled by the appointment of Burwell S. Cutler, president of the Cutler Desk Company, Buffalo. Dr. Pratt resigned after a difference with Secretary Redfield, who was displeased with the attitude assumed by Dr. Pratt on an export committee to which he had been appointed, and the vacancy was created, which has just been filled by the appointment of Mr. Cutler. It is believed that the appointment will be confirmed. Buffalo thus secures representation in an important government bureau. Dr. Pratt was known as a hard, aggressive worker and he kept things moving at an encouraging rate.

More Foresters for France

The first forestry regiment has gone to France, and a movement is under way to equip and send others. There appears to be no scarcity of applicants for the positions of officers. Among those who are reported to have an eye on the officer jobs are R. Y. Stuart, Mr. Kiefer, Mr. Langhill, C. E. Carter, E. H. Clapp, and Franklin H. Smith, all of whom are now connected with the Forest Service.

J. G. Marsh Leaves for New York

J. G. Marsh, treasurer of the Huddleston-Marsh Mahogany Company, Chicago and New York, has left Chicago to take up his headquarters at the New York offices. Mr. Huddleston has been located in New York for several years now, and Mr. Marsh joins him so that the factors in the organization may be brought closer together.

The Chicago office will be in charge of Henry F. Ritter, who has been in the business many years, having been connected with various prominent concerns.

E. A. Sterling Now with James D. Lacey & Co.

E. A. Sterling has left the National Lumber Manufacturers' Association as manager of the trade extension department, and is now taking a vacation at his home in Brooklyn, Susquehanna county, Pa. He has accepted the appointment as manager of the new eastern office of James D. Lacey & Co., which will be located in the Forty-second Street building, New York. The office will be opened about August 1.

Mr. Sterling will also take up some of his former consulting practice as part of the activities of the James D. Lacey & Company's office.

The Mississippi Lumber Company Sells Out to Long-Bell

The Mississippi Lumber Company, Quitman, Miss., and Chicago, has sold out its entire southern holdings to the Long-Bell Lumber Company, Kansas City. The transaction involves the sale of 56,000 acres of standing timber and 31,000 acres of cut-over lands, as well as the pine mill at Quitman, Miss., and the hardwood mill at Crandall, Miss. All logging and lumber equipment is also transferred.

The transaction having been closed, the Long-Bell people are taking over the cut, which is being disposed of now through the Long-Bell sales agents. Part of the purchase was from the estate of Jacob Haynes. While the consideration was not given out for publication, it is understood that it involved in the neighborhood of \$3,000,000. The negotiations and sale were conducted through the firm of James D. Lacey & Co., Chicago.

Bliss-Cook Big Manufacturer of Oak Flooring

In the last issue of HARDWOOD RECORD there is a little story of oak flooring production in Arkansas in which the production of the Bliss-Cook Oak Company, Blissville, Ark., was stated as being 900,000 feet per month. This has brought the following letter from Erskine Williams, sales manager for the Bliss-Cook company:

Editor HARDWOOD RECORD: Our attention has just been called to an item on page 36 HARDWOOD RECORD in regard to the output of flooring by the Saline River Hardwood Company, Pine Bluff, Ark., and also mentioning the output of this company.

Wish to advise that 900,000 feet per month was our former output. However, we have since put in a new machine—in fact, only got this started a very short time ago. Our present capacity is 62,000 feet per day, and wish to advise the week ending July 14 we produced 319,000 feet (did not run new machine regular).

Purchase Timber in Kentucky

The Bassett Hardwood Manufacturing Company, Monticello, Ky., has purchased the Phillips timber holdings in Wayne county, consisting of about 10,000,000 feet of oak, poplar, pine, walnut, chestnut and hickory. The deal includes the land, oil and coal rights. It is expected that two mills will be put in operation on this timber at an early date.

Memphis Men Join the Colors

N. Matt Wall and P. B. Berry, who have been associated for some time with Nickey Brothers, Inc., Memphis, travelling in the interests of that firm, have recently joined Company M of the second Tennessee infantry. This is a voluntary unit and will be called into federal service very shortly.

Mr. Wall has been traveling in the eastern part of the country and Mr. Berry in the north central states.

Waldron Williams

Waldron Williams, third son of the late Ichabod T. Williams, whose father was one of the founders of the business of I. T. Williams & Sons, world famous hardwood house, died at his home in Rye, N. Y., the morning of July 19, after a brief illness. Mr. Williams was fifty-five years old. He is survived by a wife, three daughters and one son.

Waldron Williams retired from active participation in the Williams hardwood business six years ago when he and his brother, H. K. S. Williams, disposed of the larger share of their interests to Thomas Williams, senior son and active manager of the business. During his years in the business his activity included all its many branches both export and domestic and he was known to the trade in all parts of the hardwood producing fields at home and abroad. He began his lumber career at the bottom rung at the producing source. Accompanied by a hardwood inspector he went south and for a time personally went over the lumber shipped from that country to the big yards at New York and Staten Island, and thus gained first-hand knowledge of the manufacturing and grading of hardwood lumber. In later years he was prominent in questions affecting inspection and grading rules and was looked upon as an authority in the matter from the viewpoint of the eastern consuming trade. He was a forceful talker and fearless in his criticism. In the campaign about ten years ago, when inspection matters were holding the center of the stage, he was one of the eastern delegates working on the proposition to draw up a set of rules that would be accepted everywhere and would stand without change for a long term of years. Like many other eastern men he was strongly opposed to frequent changes in the rules.

The news of his death came as a shock to his friends in the trade. He was an energetic man of athletic build, apparently in the best of health and with many years to live. He was an attractive personality, inheriting all the characteristics of his father; a patron of the opera and an art collector. He was a member of several clubs and an honorary member of the New York Lumber Trade Association, of which he was for many years a trustee. The latter organization, in line with its custom, appointed a committee to represent it at the funeral.

Pertinent Information

Building Permits for June

While the actual new construction work awarded last month, building and engineering combined, including government work, showed a substantial gain over that for June, 1916, the record of building permits issued for June is a rather sorry affair. It indicates a one-third shrinkage in the prospective construction, as compared with the figures of the same month last year. There is this saving or semi-saving consideration. The business of last year was phenomenally large, for June last year gained 44 per cent in comparison with the permits issued during June, 1915. Accordingly if the present totals are compared with two years ago a modest gain is indicated. The official figures of the permits issued in June in 112 principal cities of the United States, as received by the American Contractor, Chicago, total \$61,287,611, as compared with \$95,964,649 for June, 1916, a decrease of 34 per cent.

There was a faithful little band among them, that led on to victory.



PAUL B. BERRY,
NICKEY BROS., INC.



N. MATT WALL,
NICKEY BROS., INC.



THE LATE WALDRON WILLIAMS,
RYE, N. Y.

Well on towards one third the number or 34 cities, show an increase in the volume of the permits issued. They are mainly from the smaller clusters of cities. Cleveland, Hartford, Washington and the borough of Brooklyn, New York, are the only cities with an aggregate running into seven figures, that score an increase. Other notable gains include Atlanta, 166 per cent; Bayonne, N. J., 123 per cent; Harrisburg, Pa., 528 per cent; Huntington, W. Va., 336 per cent; Kansas City, Kans., 452 per cent; New Bedford, Mass., 127 per cent; Oklahoma City, Okla., 119 per cent; Pueblo, Colo., 135 per cent; South Bend, Ind., 212 per cent; Spokane, Wash., 184 per cent; St. Joseph, Mo., 107 per cent, and Youngstown, Ohio, 199 per cent. There is another mitigating feature. During June last year the permits issued in the borough of Manhattan, New York City, were swelled to the enormous volume of over \$18,322,110.

Hardwood News Notes

◀ MISCELLANEOUS ▶

The American Casket company has been incorporated at Birmingham, Ala., for \$10,000.

The Clanton Planing Mill Company, Clanton, Ala., has been incorporated for \$3,600.

The Montgomery Toy Manufacturing Company has been incorporated with authorized capital of \$20,000 at Montgomery, Ala.

At Savannah, Ga., the Granger-Lewis Lumber Company has filed incorporation papers, with authorized capital of \$250,000.

The Eastman Gardiner Hardwood Company has been incorporated with capital stock of \$25,000 at Clinton, Iowa.

Jones Hickory Company has been incorporated with capital stock of \$2,500, at Ready, Ky.

The Trimble Cypress Company, Cincinnati, is reported to be in the hands of a trustee.

◀ CHICAGO ▶

At the meeting of representative walnut manufacturers held in Chicago, July 18, the American Walnut Manufacturers' Association elected the following officers for the ensuing year: President, J. N. Penrod; Ray E. Pickrel, vice-president; V. L. Clark, secretary-treasurer.

Word comes from St. Albans' territory that Myron G. Gorder, Grand Prairie, Tex., has accepted the position of sales manager for the American Column & Lumber Company.

Among the prominent northern visitors recently in the city were: J. T. Phillips of the Diamond Lumber Company, Green Bay, Wis., C. J. Kinzel of the Kinzel Lumber Company, Merrill, Wis., who attended the meeting of the bureau of statistics of the Northern Hemlock & Hardwood Manufacturers' Association, Charles H. Law of the J. W. Wells Lumber Company, Menominee, Mich., and John A. Defaut of the Lake Independence Lumber Company, Big Bay, Mich.

Various northern sales managers got together for an informal discussion of market conditions last week, among them being H. H. Butts, Park Falls Lumber Company, Park Falls, Wis., Mr. Dark of the J. E. Stearns Lumber Company, Oshkosh, Wis., W. E. Vogelsang and John Fountain of the Turtle Lake Lumber Company, Grand Rapids, Mich.

Earl Palmer, president of Ferguson-Palmer Company, Memphis, Tenn., came through Chicago last week en route from northern Michigan, where his family is spending the summer. He was visiting with his younger son, John, who has just enlisted in Uncle Sam's ordnance department, this being the second junior Palmer to join the army. Mr. Palmer's belief is that Uncle Sam will be a large buyer of hardwood, especially oak, and ash, during the next year or two, or as long as the war continues.

John N. Penrod of the Penrod Walnut & Veneer Company, Kansas City, Mo., and affiliated with other operations, spent a day in Chicago recently en route to Louisville on his way from the East. He was accompanied by Mrs. Penrod and was very much encouraged over prospects for future walnut business. When an old-timer like Mr. Penrod gets new enthusiasm there must be a great future for this popular wood.

George F. Kerns of the George F. Kerns Lumber Company, Chicago, expects to take a vacation on Lake Erie. Nobody would ever think a farmer boy like George would be a sailor, but he likes the taste of the water in the inland lakes. One of these days he no doubt will be a full-fledged sailor man. He reports a fairly good volume of hardwood business and is feeling very optimistic about future business.

The retirement from the hardwood business of Charles F. Thompson, Perle Lowe, and the sale of the Mississippi Lumber Company of Quitman, Miss., to the Long-Bell Lumber Company, Kansas City, we trust will not put either of these gentlemen in inactivity. They have both been connected with the lumber business for many years, and have always been aggressive operators, although very little of their interests have been in hardwoods. They own large yellow pine stumpage in Mississippi and started operations only a few years ago in hardwoods. The Long-Bell Lumber Company is increasing operations by the purchase of the Crandall Lumber Company's plant, which makes this concern more of a factor in eastern yellow pine, and its hardwood operations as well now are larger,

We Offer for Prompt Shipment

100 M feet, 4/4, No. 2 C&B Beech
50 M feet, 8/4, No. 2 C&B Maple
20 M feet, 4/4, End Dried White Maple
50 M feet, 4/4, No. 3 Common Maple

DRY STOCK

Write us for prices today

East Jordan Lumber Co.

Manufacturers

"IMPERIAL" Maple Flooring

East Jordan

Michigan

owning timber and mills at Pine Bluff, Ark., although yellow pine mills are scattered in Arkansas, Louisiana, Mississippi and Texas.

We part temporarily with our old friends the Mississippi folks and hope to hear of their coming back into the fold in some other way. The Long-Bell Lumber Company, perhaps the largest operator in yellow pine, no doubt in time will be fully as aggressive in hardwoods. Owning a flooring, finish and other products as well as to the consumers' trade to large number of retail lumber yards, their distribution no doubt will be which they are now catering at their various plants.

Frank F. Fish, secretary of National Hardwood Lumber Association, reports an increase of sixteen new members since the annual meeting. He stated that it certainly gives encouragement when a membership of over 900 continues to grow towards the 1,000 mark.

Theodore Schneider of the northern peninsula of Michigan was in town the other day. He reported it his belief that the logging conditions would be more severe this fall than for some time past, and his company anticipating that condition has already a good stock of logs on hand—probably one-half or two-thirds of the season's cut.

◀ BUFFALO ▶

The project of building ocean vessels at this port seems likely to be carried to completion before long. H. S. Kerbaugh, Inc., is now developing a shipbuilding yard south of the foot of Main street, where a large amount of filling in is now being done. It will take some time to get things in shape for the building of vessels, and some difficulty may be experienced in getting sufficient skilled labor, but the company expects to be able to meet the situation and there is certainly good demand for all the boats that can be turned out.

The Buffalo Lumber Exchange is arranging for an outing in the near future and the committee, headed by Charles N. Perrin, expects to choose the time and location in a few days. It is usual to have an outing during June, but this year the weather was unsuitable and other matters also contributed to a postponement. Mr. Perrin is going on a two weeks' vacation to the family homestead at Conesus very soon.

The military draft is expected to reduce the working forces at the Buffalo hardwood offices, for almost every concern has at least one man eligible, while some have half a dozen or more. Buffalo has a number of young lumbermen who are already enlisted and some of them saw service in Mexico recently. In this list is Fleming Sullivan of T. Sullivan & Co., who has been spending several weeks at the military training camp at Madison Barracks.

Members of the Russian commission visited this city on July 20 and 21 and inspected a number of the leading plants here, including those of the Curtiss Aeroplane Company, the Lackawanna Steel Company and the Pierce-Arrow Motor Car Company. On the local committee of entertainment were Councilman A. W. Kreinheder, James B. Wall, City Treasurer I. N. Stewart, James L. Crane and O. E. Yeager, members of the lumber trade.

◀ PITTSBURGH ▶

The Elkins Box Company is a new concern which is fitting up a plant at Warren, Ohio, and will make crates chiefly for the Trumbull Steel Company of that city.

The Frampton-Foster Lumber Company, which had the best shipments in its history in June, reports business continuing good and does not look for any falling off this summer. In oak, it is getting by far the best demand that it ever received.

Harry Wilson, Bessemer building wholesaler, announces that railroad and trolley companies are not buying so much in the line of poles and ties as a few months ago. There is still a fair market for ties, however, which includes a big demand from the coal mines.

E. V. Babcock, head of the Babcock Lumber Company, is a busy man nowadays getting his campaign shaped up for mayor of Pittsburgh. He is going to make a mighty strong run for republican nomination at the September primaries.

The J. C. Cottrell Lumber Company is starting another hardwood mill in the South which it expects to have running by September 1. Mr. Cot-

trell believes that in general, prices in hardwood are going to be sustained throughout the year.

The Pittsburgh Wholesale Lumber Dealers' Association has stopped its weekly luncheons until fall. President C. V. McCreight has made the weekly meetings this summer very interesting, and they were well attended.

The Pittsburgh Builders' Exchange, with President Robert Cochrane and Secretary E. M. Tate, is making extensive preparations for the National Convention of Builders' Supply Men, which will meet here next winter. The exchange is by far in the best shape financially and otherwise it has ever been.

The Pittsburgh Lumbermen's Club, which took over the Pittsburgh Retail Lumber Dealers' Association some time ago, now has fine headquarters in the Park building, and has been holding very interesting weekly luncheons on Wednesdays at the Fort Pitt hotel.

J. N. Woollett, president of the Aberdeen Lumber Company, expects that prices on gum and cottonwood are going to hold up well this fall in the face of a tight car shortage. Stocks, although they may be more plentiful at the mills, will be a long ways from the consumer by rail, and this is going to keep the price situation very firm he thinks.

◀ BOSTON ▶

The quarterly meeting of the Eastern Lumbermen's Association of Bangor, Me., was held at Hampden, Me., on July 12, the principal speaker and guest being E. F. Perry, secretary of the National Wholesale Lumber Dealers' Association.

Harry R. Kenyon, for a number of years New England correspondent of this paper, died recently of sclerosis. The passing away of a young man who was well known and liked in the trade comes as a great shock to his many lumbermen friends.

The Blackmont Lumber Company has been incorporated at Boston, Mass., with a capital of \$50,000. F. W. McAleer is president and F. W. Peterson, secretary. Offices are at 60 Congress street.

The safe arrival of the ten sawmill units sent by New England is recorded at a Scotch port and the cost of the organization above the original appropriation of the several state governments is being made up by the lumbermen of this section.

The Interstate Commerce Commission has voted not to suspend the increased rate of \$2.25 per M. on lumber from Savannah to Boston which became effective via the Ocean Steamship Company on July 20.

◀ BALTIMORE ▶

While the great bulk of the lumber used in the construction of the army cantonment at Admiral, Md., about seventeen miles from Baltimore, will be North Carolina pine, hardwoods in considerable quantities are also being called for. Thus not less than 865,000 feet of No. 4 common oak has been sold to the government at prices that are to be considered very attractive in view of the fact that this grade of oak receives ordinarily very little attention. It is thought that the oak will be worked up into flooring for the rougher buildings, for staple partitions and similar purposes, for which stocks of good quality are not at all needed. No. 3 common chestnut is also being called for in some quantities, shift from yellow pine probably being made so that the least possible delay shall occur in the delivery of stocks for the construction work. The North Carolina pine men are having all they can do to furnish the lumber, orders for which have been obtained through the Emergency Board at Washington, and their stocks are apparently being supplemented by any other lumber that will serve the purpose of the contractor, much depending upon the ability of a seller to make shipment without delay. The low grade oak happened to be in stocks and could be put on the cars at once.

Another avenue of distribution for hardwoods furnished by the war is the manufacture of aeroplane propeller blades of oak. Before the war and for some time afterward practically all such propellers were made of walnut and mahogany, but either because the imports of mahogany have become difficult or for the reason that a scarcity of mahogany exists, oak has been resorted to with very satisfactory results.

A large order for 4/4 oak, eight inches and upward has been placed recently by the American Propeller and Manufacturing Company, which carries on operations on South Hanover street, this city. Upwards of \$100 per 1,000 feet has been paid for suitable stocks, and there are reports that the price has run up as high as \$135. The oak must be of straight grain as much as possible, and is fine selected stock. It is stated that the company has orders for all the propellers it can turn out and that it is doing a rushing business. The president of the American Propeller and Manufacturing Company is Spencer Heath, the vice-president J. Marion Creamer, the secretary Webster Bell and the treasurer John Salmon.

Two of the commissioners appointed to visit foreign countries and study conditions with a view to developing exports from the United States to those countries of lumber and timber, will visit Baltimore, July 27, just before they sail on their mission. The two commissioners are J. R. Walker, who has been accredited to England, France, Belgium, Holland and Switzerland, and Nelson C. Brown, who will take in Spain, Portugal, Italy, Greece and North Africa. Both are expected to call upon Harvey M. Dickson, secretary of the National Lumber Exporters' Association, and

others, getting any information that may prove of value in their investigations and receiving advice based upon actual experience in the foreign trade. Arrangements are being made to extend the visitors such courtesies as might be accorded representatives of the government. The other two commissioners, Roger E. Simmons of Hagerstown, Md., and Axel H. Oxholm, have already started for their fields of activity, going by way of San Francisco. Mr. Simmons will cover Russia and Mr. Oxholm the Scandinavian countries.

The Kidd & Buckingham Lumber Company, hardwood yard men on Ridgely street, at the Baltimore and Ohio railroad, are having a shed erected in the location across the way, which they recently acquired preparatory to extending their facilities.

Henry Smith & Sons, a Baltimore building firm, has secured a contract to construct eight wooden ships for the government, and is now engaged in equipping a ten acre tract at Curtis Bay as a ship yard. The contract involves about \$3,000,000. A large force of men has already been put to work to repair piers, to build ways and to get other things in shape preparatory to laying the keels of the vessels. The contract is for the hulls only, the government to arrange for the installation of the machinery. It is thought that the first hull will be sent off the ways in about eighteen months.

The Consolidated Engineering Company of Baltimore has secured the contract to construct the army cantonment at Charlotte, N. C., this being the first Baltimore concern to get one of these contracts. The cantonment is to house 25,000 national guardsmen, and the contract calls for about \$2,000,000. The company has at present 4,000 skilled laborers in the South, it is said, and they will be utilized in the construction work.

S. S. Mann of the Mann & Parker Company, wholesalers in hardwoods, is back from a trip of several weeks down South, which took him into North Carolina and Georgia. Mr. Mann went in search of stocks and came back with the information that dry lumber at the mills is very scarce and that practically none is to be had. Mr. Snyder, of the same company, started South today, and will also endeavor to take up supplies, Mr. Mann having placed a number of orders.

◀ COLUMBUS ▶

The building of the great aviation camp at Dayton, O., is progressing rapidly and is a triumph to the lumber industry in every way. To build the camp in such an absurdly short time in strict accordance with the government specifications has called forth the best in the lumbermen, and the manner in which they have rallied to the work has been marvelous in many ways and indications point to the completion of the camp on schedule time. S. S. King, president of the Dayton Lumber Trade Exchange, and also of the Dayton Lumber and Manufacturing Company, is at the head of the project. The camp is located on the grounds controlled by the Miami Conservancy Board, who offered the ground to the government. The hangar capacity of the field will be 240 flying machines. Quarters for men and officers will not be shacks but well constructed wooden structures with double floors. They are to be covered on the outside with shiplap sheathing and heavy building paper. The interior is to be covered with matched and dressed siding. In order to save time the interior is to be lined with plaster board.

In Cleveland ugly apartment houses are under the ban. They are a jangling discord in the city beautiful idea, twenty-five "sixth city" architects and builders declared at a recent meeting. At a meeting of the medal awards committee of the Chamber of Commerce city plan commission it was decided to put forth every effort to make new apartment houses in Cleveland things of beauty as well as utility. The committee outlined a plan to make competition keen among owners, builders, architects and designers. F. H. Chapin, chairman of the committee, said that plans are being made to colors and building materials with the aim of making Cleveland one of the most architecturally perfect cities in the country.

Elmer Ritter, a superintendent of one of the divisions of the W. M. Ritter Lumber Company, located at Asheville, N. C., was married in Columbus to Miss Mary Breese, daughter of Mr. and Mrs. J. B. Breese, Columbus, O.

The Ohio Lumber Company recently began a wholesale business at Youngstown with D. A. Frampton as proprietor.

The Allyn Lumber Company, Cleveland, has been succeeded by the Allyn Hammond Lumber Company.

The Richwood Lumber Company, Richwood, has been incorporated for \$10,000 by Peter Kuntz, Sr., Peter Kuntz, Jr., Martin C. Kuntz, J. A. Payne, Louis C. Klipstine and E. R. Klipstine.

The Lee Mendenhall Company has been incorporated at Cincinnati for \$5,000 to deal in hardwood floors. The incorporators are Lee Mendenhall, Martha Mendenhall, Lloyd Baker, Harry Metzel and Kathryn Sahn.

The membership committee of the Columbus Lumbermen's Club, consisting of W. L. Whitacre, John R. Gobey, H. S. Callahan, Seymour Brown and Albert Legg, has been working hard to get all retailers, wholesalers, travelers and commission men into the club. Its efforts have met with considerable success and now a large majority of the lumber trade in the buckeye capital is identified with the organization. A mass meeting is to be held soon at the club rooms to welcome new

members and arrange for the opening of a restaurant in connection with the club rooms.

J. C. Marshall, secretary of the Columbus Lumber Exchange, is soon to start a publicity campaign to educate the building public in the use of mill construction in factory buildings. Data and figures will be produced, showing the many advantages to be gained by using mill construction in certain classes of buildings.

R. W. Horton of the W. M. Ritter Lumber Company, reports a good demand for hardwoods with prices continuing firm in all grades. Buying on the part of the factories is the best feature of the trade. Shipments are coming out better as the result of an improvement in the car supply. Retailers are buying only in limited quantities.

J. A. Ford of the Imperial Lumber Company reports a better demand for West Virginia hardwoods with prices remaining strong in every particular.

H. D. Brasher of the H. D. Brasher Lumber Company was called to Alabama on business about the middle of July. He is engaged in operating several mills in that section.

◀ CLEVELAND ▶

The steamer D. W. Mills of the Mills Carleton Company, arrived from Duluth with lumber July 6.

Abner G. Webb, secretary of the West Virginia Timber Corporation, took a ten days' vacation in the Canadian woods.

Garfield Park, south of Cleveland, was the place of the outing of the Cleveland Lumber Club, which was held July 7, under the direction of Arch C. Klumph, A. C. Teare and other members of the committee.

C. A. Moore of the Federal Box Company spent his three weeks' vacation at Lake Wawassee, Ind.

◀ INDIANAPOLIS ▶

O. D. Haskett of the O. D. Haskett Lumber Company, who was chairman of a committee of Indianapolis retail lumbermen which headed a general buying movement to provide lumber for construction work at Fort Benjamin Harrison, reports that the government demand for that army post has been filled. Approximately 6,000,000 feet of dimension stock was shipped to the government reservation and army officials as well as members of the construction company that had the contract have praised the work of the Indianapolis lumber trade in making prompt deliveries. As far as could be learned, the government was not called on at any time to request railroads to make preferred shipments.

W. F. McKnight, a salesman for the William F. Johnson Lumber Company, saved three persons from drowning in White river north of Indianapolis recently.

The McGregor-Phillips Manufacturing Company, of Terre Haute, Ind., has changed its name to the Phillips Brothers Mill and Lumber Company.

The Stork Furniture Company of Evansville, Ind., has filed preliminary articles of incorporation.

The Pierce Furniture Company's plant at Anderson, Ind., was unroofed during a storm last week. The damage amounted to several hundred dollars.

O. D. Haskett, president of the O. D. Haskett Lumber Company, Indianapolis, has been appointed chairman of the industrial committee of the Indianapolis Chamber of Commerce.

◀ EVANSVILLE ▶

Daniel A. Wertz of Maley and Wertz, hardwood lumber manufacturers, and former president of the Evansville Lumbermen's Club, in company with his wife and daughter, Miss Aubrey, has gone to Bay View, Mich., where they will spend the balance of the summer.

J. C. Greer of the J. C. Greer Lumber Company returned a few days ago from Tennessee where he inspected the company's stave mills at Louise, Cumberland Furnace, and Lone Oak, Tenn. All of these large plants are being operated on full time. The factories turn out staves for tobacco hogsheads. Mr. Greer says that the tobacco crop in both Tennessee and Kentucky is quite promising and that planters are expecting high prices for their weed.

Frank M. Cutsinger, president of the Evansville Band Mill Company, returned a few days ago from a business trip to Florida.

Mrs. Margaret E. Pound, aged seventy-six years, widow of the late William C. Pound, died a few days ago at Lawrenceburg, Ind. Mrs. Pound was a large stockholder in the Ohio Valley Coffin Manufacturing Company at Lawrenceburg and was well known among the lumber manufacturers and retailers of that section of the state. Her husband was the president of the coffin company for a number of years. She is survived by two sons and one daughter.

D. B. MacLaren of the D. B. MacLaren Lumber Company, has returned from a trip on the road and reported business conditions coming along all right. Mr. MacLaren thinks that the lumber manufacturers of the central western states will enjoy a great boom in trade after the war.

Building operations in Evansville are not so active this summer as last, although the contractors and architects say that there is a good

deal of building in sight for the balance of the summer and that they expect to keep reasonably busy. Many of the towns and cities in southern Indiana and western Kentucky are witnessing a good deal of building this season. At Bicknell, Ind., a thriving mining city sixty miles north of here, it is said that there is not a vacant house in the town and that hundreds of houses are being erected.

Mayor Benjamin Bosse, president of the Globe-Bosse-World Furniture Company, returned a few days ago from Chicago where he attended the furniture market. Mayor Bosse reports nothing in the trade situation that is discouraging to the furniture manufacturers. The large furniture plants here continue to operate on steady time as they have done for several months. Reports from the South and Southwest say that trade conditions are promising and things look good for fall and winter. Most of the wood consuming plants in Evansville are running on full time. Plow manufacturers have had a splendid year and their business has been unusually good since April.

Thomas Kinder, aged twenty-six years, owner of a large sawmill and dealer in lumber at Mt. Olive near Bedford, Ind., was seriously injured recently when he had trouble, the authorities say, over lumber measurements with Benjamin Stapleton, aged fifty years. It is alleged that Kinder was struck over the head with a heavy club and his skull was fractured. He may not recover.

George O. Worland, president, and Mertice E. Taylor, secretary of the Evansville Lumbermen's Club, state that they expect an unusually large attendance at the first fall meeting of the club which will be held on the second Tuesday night in September. The meeting will be held at the new Hotel McCurdy that was recently opened to the public. Both Mr. Worland and Mr. Taylor are conducting a quiet campaign for new members and it is expected that several new faces will be seen at the September meeting.

John C. Keller, traffic manager of the Evansville Lumbermen's Club and traffic commissioner of the Evansville Chamber of Commerce, held a meeting here a few days ago with the coal operators of the southern Indiana field at which it was decided to protest to the Indiana Public Service Commission over the proposed fifteen per cent increase in freight rates.

Guild C. Foster, manager of the Evansville Carriage Woodstock Company, has returned from a business trip to the East.

◀ MEMPHIS ▶

Excellent rains appearing in the entire Memphis and valley sections have brought about distinct improvement in the crop outlook. These rains have been heavy enough to insure a splendid yield of corn and to stimulate development of other food stuff crops in a most satisfactory manner. They have likewise been of material benefit to the cotton crop throughout the valley and the outlook for this is now distinctly more promising than at any time this season. Lumber interests are cultivating cut-over lands on a large scale this season and they will profit directly by the improvement now taking place. Hence their decided interest in the appearance of these rains.

William Pritchard, president of the Pritchard & Wheeler Lumber Company, recently incorporated here with a capital of \$300,000, reports that the band mill being constructed by that firm at Wisner, La., will be ready for operation between Sept. 1 and Sept. 15. Charles G. Kadel, general manager of the company, is at Wisner superintending the installation of the machinery, part of which was bought new and part of which has been previously used. As soon as the company completes the construction of this plant it will proceed with the building of another band mill and re-saw at Bruin Lake where the other timberland holdings of the firm lie. A veneer plant is to be constructed at one location or the other. The company has not decided just which will be most available.

Lumber interests having mills and woodworking enterprises on Wolf river, in North Memphis, are very much pleased with the announcement of the Mississippi river commission that steps will be taken immediately looking to the keeping open of the harbor of Memphis. There is a big sand bar or mud bank in front of Memphis and this threatens to close the mouth of Wolf river through which the interests referred to secure their principal supplies of logs and other rough material. Three suction dredges have already been placed in operation and large dippers will be installed in the immediate future with a view to insuring the continued use of Wolf river. In appealing to the commission the point was emphasized that entrance to Wolf river was threatened and that this would be a particularly unfortunate development in view of the large contracts for government now being filled by mills and wood working enterprises along that stream.

The Jorgensen-Bennett Manufacturing Company has recently filed application for a charter under the laws of Tennessee, with domicile at Memphis and with capital stock of \$25,000. H. J. M. Jorgensen and E. T. Bennett, both of whom have been conspicuously identified with the hardwood trade of this city and section for a number of years, are among the principal stockholders.

Box manufacturers here report a continued active demand for their output. "We are running everything in the way of saw mill, veneer plants and box factories on full time," said a prominent manufacturer today, "and, if we were able to secure more cottonwood and gum lumber, we would have every one of our plants going on double time. We are running our box factory at Vicksburg and the big band mill at that place twenty-

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YARD CHICAGO, ILL. Direct Shipments in
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three out of every twenty-four hours, and even with this condition, we are not able to keep up with all of our orders. Offerings of gum in the open market are quite scarce and so far as cottonwood in the lower grades is concerned, it can scarcely be said to exist at all so scarce is it." Demand for both sawn and veneered shooks appears to be coming from practically every source and there is nothing to indicate that there will be any slowing down in the call for these products. Prices are on a very satisfactory plane and box manufacturers have little of which to complain beyond the fact that there is a scarcity of the material used in their plants.

Reports from Mississippi indicate that a number of the hardwood mills in that state cutting ash are finding an exceptionally large demand therefor for use in the manufacture of aeroplane frames and other parts. Similar reports are received from some of the firms at Memphis making a specialty of this particular wood. The call appears to be particularly active for stock 1½ inches thick and 12 to 14 feet in length. Some of the manufacturers of veneers here reported some time ago that they were receiving orders for ash veneers for use in aeroplane manufacture and that there were inquiries also for cottonwood veneers for the same purpose.

< NASHVILLE >

Charles M. Morford, formerly president of the Nashville Lumbermen's Club, but now of McMinnville, Tenn., because of his knowledge of the lumber trade, has been appointed to a position in the government bureau of supplies and accounts at Washington to give expert advice in the purchase of lumber supplies for the navy. Mr. Morford will advise with the purchasing officials about grades, quality and kinds of lumber, market conditions in the trade, where to buy, who can deliver the goods and other technical questions. Mr. Morford was formerly a large hardwood operator in Nashville, and was also connected with several manufacturing concerns and was very popular with local lumbermen.

Houston & Liggett Company of Lewisburg, Tenn., has been incorporated with authorized capital stock of \$100,000. C. C. Houston, W. G. Liggett and others are incorporators, and the purpose is to manufacture pencils and cedar products.

Highland Coal & Lumber Company of Nashville has increased its capital stock from \$25,000 to \$250,000. The company is composed of W. V. Davidson and others, and was organized for development purposes.

There has been considerable activity in organization of new companies in this territory, the following being noted: Sea Bird Timber & Logging Company, Nashville, capital \$150,000, organized by M. P. O'Connor, W. A. Webster and others; San Juan Timber Company of Nashville, capital, \$175,000, organized by same as foregoing; Jorgensen-Bennett Company of

Memphis, capital, \$25,000, organized by H. J. M. Jorgensen, E. T. Bennett and others; Cockrum Lumber Company of Knoxville, organized by W. A. Cockrum and others.

< LOUISVILLE >

While residence and commercial building operations have not been up to normal in Louisville there has been a good demand from out in the state, but the feature of the local lumber demand has been the heavy orders handled in connection with the military camp at this point. Many of the retailers sold their stocks almost clean to jobbers who managed to get together enough material to supply the early orders for lumber at the camp, but the big orders placed with the Emergency Bureau are now coming in fast enough to keep the contractors going. However, special stock and a few odd cars here and there are being purchased, and some of the hardwood operators have been so busy supplying this lumber that they have not had much time to devote to the lines specialized in. The cantonment demand has been the big interest with all of the local handlers of soft wood for some weeks, and in addition to the government orders the Southern Railroad is planning to erect warehouses close to the camp grounds, and the Y. M. C. A., will erect an auditorium and a number of frame buildings inside of the camp.

One of the few slumps encountered in the general demand for hardwoods has been in flooring manufacturing where the demand has been curtailed somewhat due to the slump in building operations. Quartered oak is stronger in price, due to a short supply, many manufacturers having curtailed this season.

In an effort to get construction work and building moving at normal pace the Louisville lumbermen along with the architects, engineers and general building trades have undertaken a campaign to offset the fatal economy idea which appears to be imbedded in the mind of the person figuring on building residences, etc. Alfred Struck of the Alfred Struck Company, lumber dealers and contractors, and Capt. B. B. Davis, architect, are among the leaders in the movement, which has resulted in several meetings of the allied interests, and a campaign to show the consumer that building materials will be in such demand after the close of the war that prices will hold up. It seems that everyone is of the opinion that property erected at this time will never be worth what it cost. The need for construction work for normal pursuits is in reality as great now as it ever was, but has almost been eliminated with the result that when peace is declared the domestic and foreign demand for materials will probably be so great that prices will be even higher than at this time. "The Buy-a-Home" movement cost the local inter-

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

est a great deal of money, but did not bring much in the way of results.

Machinery is now being installed in the plant of the Kahler Manufacturing Company at New Albany, which was destroyed in the cyclone of March 21. The new plant is somewhat larger than the former one, and is being equipped with the most modern machinery for making auto bodies and woodwork.

The Old Hickory Novelty Company, is a new handle manufacturing concern which will operate at Stephensport, Ky., with its office at Hardinsburg. W. E. Foster and J. L. Ferguson are behind the company, which has secured a tract of hickory which will last them about five years. Machinery is now being installed to finish handles at the rate of a car a week.

The property of the Say Lumber & Coal Company, in Wolfe County, Kentucky, has been taken over by the newly organized Bluegrass Oil Company, a producing concern of Winchester, Ky., in which F. W. Mowbray and E. O. Robinson, large timber and lumber dealers and manufacturers of Cincinnati are stockholders. The new company has just been organized. Mr. Robinson and Mr. Mowbray are connected with the Mowbray & Robinson Company of Cincinnati, which has large interests in Kentucky timber lands.

At Scottsville, Ky., the Wood-Mosaic Company of New Albany, has erected a small lumber plant to work up the timber on the recently purchased tract, and is now shipping lumber to its yards at New Albany and at Highland Park.

Some big developments are planned by the Harlan-Knox Coal & Lumber Company, recently organized to market timber in Knox county, Ky., and coal from Harlan, Ky. The companies main office is at Pineville, Ky., and is in charge of A. C. Caruthers.

◀ LITTLE ROCK ▶

The Griswald Cedar Factory, at Cotter, Ark., last week started operations after having been closed down for a year. This factory manufactures cedar lumber, dimension stock and pencil slats.

The Chicago Veneer Company recently filed a copy of its charter with the secretary of state of Arkansas. John W. Newman, an attorney at Little Rock, is named as the company's agent for service in Arkansas.

The T. S. Grayson Lumber Company of Finns, Quachita county, Ark. has filed a certificate with the secretary of state of Arkansas, announcing the surrender of its charter.

The Ohio Lumber Company of Donaldson, Ark., last week filed articles of incorporation with a capital stock of \$20,000, of which \$18,200 has been subscribed. The officers and incorporators are: Wm. J. Baldwin, president; W. W. Vosburgh, vice-president, and Harvey E. Webster, secretary-treasurer.

The Liberty Lumber Company of St. Louis, Mo., has filed a certified copy of its charter and has been granted permission to transact business in this state. J. F. Bibb of Willow, Ark., has been named as the agent for service in Arkansas.

Forest Supervisor C. A. Clark of the Ozark National Forest, whose headquarters are at Harrison, Ark., has recently spent several days in southern Arkansas in the interest of recruiting the Forest Regiment. Hot Springs county is said to have furnished a larger quota of high-class men for this regiment than any other county in the state. At Malvern twenty-six skilled lumberjacks, mill men and auto truck drivers were recruited for the Forest Regiment, into the unit known as the Tenth Engineers, National Army, and are to be transported to Fort Leavenworth, Kan., at once for military training. Among the men who enlisted at Malvern is J. B. Woods, who is well known in lumber circles. He has been commissioned as first lieutenant and will report to Washington, D. C., at once.

◀ WISCONSIN ▶

The Automatic Cradle Company, Stevens Point, Wis., has taken occupancy of its new factory, which represents an investment of about \$100,000. The former plant has been turned over to the Bukolt Mfg. Company, of which J. J. Bukolt, head of the Automatic company, is president.

The sawmill, planing mill, warehouses and yards of the Gagen Lumber & Cedar Company, Gagen, Oneida county, Wis., were almost totally destroyed by fire recently, with a loss of \$50,000. It is likely that the company will rebuild at once.

The West Milwaukee car and locomotive shops of the Chicago, Milwaukee & St. Paul Railway Company are engaged in the production of 1,500 gondola cars at the rate of five to six daily. A call has been issued for 500 additional woodworkers.

Jay Lett, river foreman of the Paine Lumber Company, Oshkosh, Wis., has been recommended for the award of a Carnegie hero medal because of a thrilling rescue he made a year ago of a party in a burning launch on Lake Winnebago.

The Mohr Lumber Company, Tomahawk, Wis., is completing work on a potash plant, which will use its own ashes and that of other lumber industries in the vicinity.

Contracts will be awarded at once by the Silent Washer Company, formerly of Appleton, Wis., for the erection of its new and permanent works at Clintonville, Wis. It will be 40x120 feet, two stories, and equipped for manufacturing washing machines, both manual and power. Robert Fischer is secretary.

The Monroe Woodworking Company, Monroe, Wis., has been consoli-

dated with the new Wausau Wood Products Company, Wausau, Wis., according to reports, and the equipment will be moved to Wausau immediately. Arthur W. Wenger, Monroe, becomes vice-president and manager of the new company.

The Globe Shipbuilding Company, organized at Superior, Wis., in February as a Wisconsin corporation with \$50,000 capital, has re-incorporated under the laws of Delaware, with \$500,000 capital. It is building eight ocean-going trawlers for the Norwegian government. B. C. Cooke is president.

The Auto Body Manufacturing Company, Appleton, established a plant in February, and is making plans for the erection and equipment of a new

E. A. Mercadal Lumber Co.

WHOLESALE AND COMMISSION

953 National Life Bldg., CHICAGO

Northern Hardwoods

3 cars 8/4 No. 1 Com. & Better Birch
2 cars 6/4 No. 1 Com. & Better Birch
5 cars 1" No. 3 Maple
1 car 1" No. 2 Birch
1 car 6/4 No. 2 Com. Oak
1 car 4/4 No. 2 Com. Oak

Southern Hardwoods

1 car 4/4 Fas Tupelo Gum
1 car 4/4 No. 1 Common Tupelo Gum
2 cars No. 2 Merchantable Hemlock
2 cars 1x4 Merchantable Hemlock Strips
1 car 1" Fas Basswood Strips

WE MANUFACTURE bandsawed, plain and quarter sawed
WHITE AND RED OAK AND YELLOW POPLAR
We make a specialty of Oak and Hickory Implement, Wagon and Vehicle Stock in the rough.
—Your inquiries solicited—
ARLINGTON LUMBER CO., Arlington, Kentucky

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Mills: Lenox, Kentucky

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American Lumber & Mfg. Co.
PITTSBURGH, PA.

Soft Texture
KENTUCKY
WHITE OAK
& POPLAR

Chestnut, Beech, etc.

Band Sawn on our new Electric mill out of the best timber ever grown anywhere.

5775' in this
white oak

We will give our best
attention to service on
the following

DRY LUMBER FOR IMMEDIATE SHIPMENT

BASSWOOD

80M' 5 1/4" Common and Better

BIRCH

100M' 4 1/4" No. 1 Common and Better

200M' 4 1/4" No. 2 and 3 Common

30M' 6 1/4" 1st & 2nd Unselected

20M' 4 1/4" No. 1 Common Red

ROCK ELM

50M' 5 1/4" Log Run

MAPLE

200M' 4 1/4" Log Run

400M' 4 1/4-6 1/4-7 1/4-1 1/2-2", No. 3 Common

50M' 2x6" Maple Hearts

RED OAK

70M' 4 1/4" No. 1 Common

PLAIN WHITE OAK

100M' 4 1/4" Log Run

10M' 8 1/4" No. 1 Common and Better

QTD. WHITE OAK

70M' 4 1/4" 1st and 2nds

15M' 8 1/4" 1st and 2nds.

RED GUM

80M' 4 1/4" Common and Better

25M' 4 1/4" No. 2 Common

50M' 6 1/4" Common and Better

SAP GUM

100M' 4 1/4" Log Run

40M' 4 1/4" 1st & 2nd, 13" & up

250M' 4 1/4" No. 1 and 2 Common

Northern stock can be surfaced and resawed if desired

At our Arkansas and Wisconsin
plants we are daily putting new stock
into piles, the quantity of which will
appeal to the careful buyer.

THE G. W. JONES LUMBER CO.

Manufacturers of
Northern and Southern Hardwoods

APPLETON, WISCONSIN

SOUTHERN PLANT
Forrest City Mfg. Company, Forrest City, Ark.

factory during the fall and winter. It will cost about \$35,000. C. C. Seegar is manager.

The Langlade Lumber Company, Antigo, Wis., lost its roundhouse and shops at Bass Lake, Wis., by fire recently. Immediate replacement has been ordered.

The plant of the Sparta Sash & Door Company, Sparta, Wis., was gutted by fire last week, the loss of \$10,000 being covered by insurance. Temporary quarters have been leased pending reconstruction.

The L. O. Gildner Company, 615 Newhall street, Milwaukee, manufacturing special furniture, has awarded contracts for a one-story factory, 10x50 feet, costing \$7,500 complete.

The Crocker Chair Company, Sheboygan, Wis., will install a large band saw in its mill at Antigo, Wis.

The Wisconsin Highway Commission, Madison, Wis., is taking bids for furnishing 30,000 survey stakes for use on federal aid road surveys during the next two years. John A. Hazelwood is chairman.

The Brown Bros. Lumber Company, Rhinelander, Wis., has called for redemption on Sept. 1, the series of bonds numbered 51 to 80, which mature Sept. 1, 1918, thus being a year ahead with payments.

The box and package factory of the Reynolds Preserving Company, Sturgeon Bay, Wis., has completed its season's work and the force has been transferred to the canning factory.

The Omaha Land & Lumber Company, Milwaukee, has been organized with \$25,000 capital stock by Otto H. Schomberg, Richard Schomberg and Frank Anders, all of Milwaukee.

A first dividend of 5 per cent, amounting to \$804, and a second and final dividend of 7 per cent, amounting to \$1,553, has been declared in favor of creditors of the Schneider Furniture Company, North Milwaukee, Wis.

The Wisconsin Carriage Company, Janesville, Wis., has changed its corporate style to Janesville Products Company and increased the capital stock from \$100,000 to \$130,000.

The Antigo, Wis., Electric Company is running three 8-hour shifts, due to the power demand from lumber industries of that city, and is using "hog feed" exclusively as fuel. The supply of this fuel is provided by the Langlade Lumber Company's big mill in Antigo.

The Chas. W. Fish Lumber Company, Birnamwood, Elcho and Antigo, Wis., has taken off the night shift at the Birnamwood mill and released a considerable number of men to the new sawmill at Antigo, which started operations July 10.

The Langlade Lumber Co., Antigo, Wis., expects to start operations at its new planing mill on Aug. 1. The power equipment, developing 450 H. P., is now being installed. Between twenty and thirty men will be employed in the planing mill and grain door factory. Fred H. Shaw, formerly superintendent of the planing mill and yards of the Hackley-Phelps-Bonnell Company, Phelps, Wis., is general superintendent of the Langlade company.

A first and final dividend of 2 1/2 per cent amounting to \$126 has been declared in favor of creditors of the defunct Brown Cabinet Manufacturing Company, Milwaukee.

The Crocker Chair Company, Sheboygan, Wis., has resumed operations after a ten-day recess during which inventory was taken and the plant and equipment was given a thorough overhauling.

The Falls Manufacturing Company, Oconto Falls, announces the appointment of John P. Johnson as general woods foreman. Mr. Johnson has been with the company many years.

Leo Schoenhofen, a member of the Bissell Lumber Company, Marshfield, Wis., has been commissioned a captain of infantry and assigned to command the new national guard company organized in Forest county, Wis., with headquarters at Crandon. Capt. Schoenhofen was active in the national guard for many years, retiring several years ago with the rank of captain.

The Gould Manufacturing Company, Oshkosh, received a large contract for the interior finish and millwork on the new \$350,000 roundhouse power plant, repair shop and service buildings being established in the Chase yards at Milwaukee by the Chicago & North Western Railroad Company.

The Eclipse Home Makers, Inc., Beloit, Wis., will spend \$1,000,000 in the erection of 350 cottages for workmen employed in the Eclipse works of Fairbanks, Morse & Co., at Beloit. A regular city will be established near the immense engine and implement works.

B. J. Shaver, conservation warden of Ashland county, Wis., has been appointed recruiting officer for the Tenth United States Reserve Engineers, the new forestry regiment being raised for service in France. Ashland county expects to supply a complete company.

Ralph H. Boynton, one of the oldest lumber and stave mill men of the country, celebrated his 100th birthday at his home at 578 Main street, Oshkosh, Wis., last week. Mr. Boynton for many years resided at Pittsville, Wis., being the first mayor.

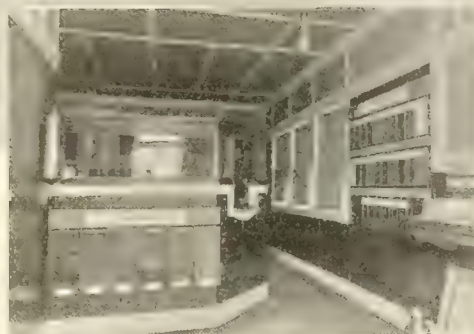
Everard L. Ainsworth, assistant secretary of the Mississippi River Logging Company, and Chippewa Lumber & Broom Company, Chippewa Falls, Wis., died at his home in that city on July 18, aged 65 years.

The Lipman Refrigerator Car & Manufacturing Company, Beolt, capital \$500,000, on July 14 acquired a tract of 25 acres on the Rock river at Beolt, Wis., for its proposed car and installation shops. The company will build complete "freezer" cars and also make installations of its automatic brine circulation system of refrigeration in old cars.

"In no instance that I can recall have we sold Interior Finish for the Home, or Wallboard for any job, or Doors, that the samples received from you were not brought into use."

So said Mr. H. R. Isherwood, formerly General Manager of Sawyer Lumber Company, Sawyer, Wis., now with The National Lumber Manufacturers' Association.

The day has gone by when the live retail lumber merchant can sell just so much lumber at a price and let it go at that. Price, delivery, courteous treatment are important, of course, but they are taken for granted.



Service Department, Sawyer Lumber Co., Sawyer, Wis.

Lumber must give satisfaction in the finished job. If inferior finishing materials are used, if the *wrong* materials are applied, if lack of care or skill are shown in finishing the lumber—all of these things mean dissatisfaction to the owner and, to an appreciable degree, they work to the disadvantage of the lumber dealer. The purchaser is apt to assume that he was wrongly advised—that he was sold a wood that was hard to finish.

The Sawyer Lumber Co., Sawyer, Wis., has a

BRIDGEPORT STANDARD SERVICE DEPARTMENT

Listen to what Mr. H. R. Isherwood, formerly General Manager of that concern, said about the advantage to a lumber dealer in being in position to show his customers how to correctly, beautifully and artistically finish the wood which he sells them. His letter is a fine exposition of the advantages of a Bridgeport Standard Service Department to a Lumber Dealer who wants to break away from conventional methods and do business on a modern Service Basis.

The Bridgeport Wood Finishing Co.,
New Milford, Conn.
Gentlemen:

It is quite impossible for me to inform you of the benefits derived from the set of Model Morgan Doors and house trim finished with Bridgeport Standard Wood Finishes which you furnished to us. There is no instance that I can recall where we have sold interior finish for the home or wallboard for any job, or doors, that these samples were not brought into use, and it is surprising the interest our customers take in having this opportunity of viewing the latest methods of finishing wood properly, and how easy it is to get them to carry out these ideas. There is no retail lumber dealer who would pass up the opportunity of taking advantage of your proposition, if he only knew the advantages to be derived from such co-operation.

I hope in the near future to have a selection of photos of some of the jobs which we have furnished, not only the material but the finished result. I wish to thank you again for your excellent samples and co-operation in helping us to carry out our ideas, which have been not only a direct benefit to our customers but to our business as well.

Yours very truly,
SAWYER LUMBER COMPANY,
(Signed) H. R. Isherwood, General Manager.

After you have read this letter from a man who is enthusiastically making good on the SERVICE idea—*why not a Bridgeport Standard Service Department for you?* It will mean increased lumber sales through satisfaction to lumber purchasers; a handsome profit on the finishing materials; a boost to your business that will naturally come through furnishing *service* that lumber buyers in your territory can get only from you. Our plan has the endorsement and co-operation of leading lumber associations.

Authorities
on the Cor-
rect Finish-
ing and
Painting of
Woods;
Write Us
About Your
Problems

Address, D. E. BREINIG, President

The BRIDGEPORT WOOD FINISHING Co.
New Milford, Conn.

NEW YORK
6 East 39th Street

BOSTON
8 Portland Street

CHICAGO
78 West Lake Street

Write today
and be
among the
first in your
locality to
take
advantage
of this
proposition

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TEAK MAHOGANY EBONY
ENGLISH OAK VENEERS DOMESTIC
CIRCISSIAN WALUT HARDWOODS
103 Medford Street, Charlestown Dist.
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CHOICE DELTA GUM Dry and Straight

WM. E. HILL CO.
 KALAMAZOO MICHIGAN
 MANUFACTURERS OF
SAW MILL MACHINERY
 "The line that is imitated"

Jackers, Kickers, Log Stops and Loaders, Niggers, Steam Feeds, Carriages, Live Rolls, Steam Jump Saws, Trips, Edgers, Trimmers, Slashers, Concave Rolls, Conveyor Drives, Circular Cut-Off Machines, Swing Saws, Drag Saw Machines, Steam Dogs, Steam Splitters, Lath Machinery, Vertical Automatic Engines, etc.

CINCINNATI
 Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
 Manufacturers & Importers FOREIGN VENEERS
 2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
 Manufacturers of Hardwood Lumber, Oak & Poplar especially
 Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.
 High Grade
 Northern and Southern
 Hardwoods and Mahogany
Specialties
OAK, MAPLE, CYPRESS, POPLAR
 Milwaukee, Wisconsin

W. E. Nitterauer, sales manager of the Munising (Mich.) sawmill, operated by the Cleveland Cliffs Iron Company, dropped dead while at work on July 12. He was widely known in lumber circles of the upper peninsula and northern Wisconsin, formerly having been with the Worcester and Sawyer-Goodman interests.

Lieut. Grant Stephenson, son of ex-Senator Isaac Stephenson, Marinette, Wis., has arrived safely in France, together with Curry S. Prescott, Menominee, Mich. Lieut. Stephenson is second in command and Mr. Prescott chief engineer of a United States scout patrol boat.

The Timberworkers' union at Marinette, Wis., and Menominee, Mich., has decided to make a demand for a straight raise of 25c per day for all members. Committees have been appointed to confer with the following employers: Sawyer-Goodman Company, Wells Lumber Company, Spies-Thompson Company, Bothwell Company, M. & M. Box Company, Marinette-Green Bay Manufacturing Company, and the N. Ludington Company.

The Hardwood Market

< CHICAGO >

The Chicago market still somewhat feels the pinch of the furniture show slackness, but definite aligning of buying is being developed. Altogether the tone in this market is not quite as cheerful as it has been, but the trade at large is bearing in mind the extreme scarcity of dry stocks and there is no disposition whatsoever to allow any inactivity of the moment to undermine the general feeling of optimism. There have been no offerings of any moment at receding prices, bargains consisting almost entirely of such odds and ends as it was desirous to clean out to make room for new stocks. About the only material coming from the mills which shows any decided slackness is flooring, which, because of poor building business is not moving out in anywheres near the quantities that are desired.

< BUFFALO >

The hardwood market is showing less activity than a few weeks ago, and this to some extent is regarded as due to the season. Many buyers are on vacations and purchases are being made only for immediate wants. The building trade continues slow and few large structures are going up. The furniture business has declined considerably from a short time ago. The general feeling is that trade may not revive very much for a short time, but that prices will remain strong because of the shortage of stocks. The market at present is holding quite firm.

Factory buying is on a fairly active scale and there is a good demand for the low grades, while such stocks are difficult to procure, even at offers of several dollars a thousand over the figures of a few months ago. Among the scarce woods is sound wormy chestnut, which is advanced in price. Oak, maple and cypress are among the woods most in demand. Stocks are coming from the mill in a little better shape, but how long this improvement will last is problematical and many look for a tightening of cars when the crops begin to move and the government needs more equipment.

Scarcely any hardwood have been coming in by lake during the past season. The high freights and scarcity of vessels are the principal reasons and the whole lumber movement by water seems likely to be on a smaller scale than a year ago. A great deal of difficulty is experienced in getting the men needed to load and unload vessels and during the remainder of the season it is expected that this trouble will be greater still. Many delays ensue in getting lumber to and from the boats. In some such cases of hold ups to the vessels litigation is started, but lumbermen generally reflect before hiring lawyers that these are war times, and that many things are "out of joint."

< PITTSBURGH >

There has been a decided lull in business with lumber wholesalers here the past two or three weeks. In hardwoods it has not been noticed so much as in the pines. There is, however, less business being booked and the fact that new business for steel mills is also falling down, may be said to have had some effect on the demand for lumber. There is still a fair inquiry for, implement, vehicle and automobile concerns. The general demand from the yards is very poor, and largely of the hand to mouth variety. There is much less lumber being sold to retailers than three months ago. A bright feature in the trade is the splendid inquiry for low and medium grade stocks on hardwoods for mining purposes. Also, there is a fine demand for oak, especially in dimension stocks, and the prospects are that these will keep up right along. Prices in general are fairly firm, and may be expected to show little change during the next few weeks unless the car shortage becomes extremely acute.

< BOSTON >

The hardwood situation in New England has developed further along the same line which has prevailed during the past months, showing but few decided features. Most of the dealers are meeting the almost impossible conditions by arranging for vacations on somewhat

more extended scale than usual and in view of the transportation shortage which is certain to become more intense in the fall, the trade outlook points to an indefinite period of the current system of simply doing a casual or opportunity business.

< BALTIMORE >

While the hardwood men, like other members of the lumber trade, are having their difficulties with distribution and find it very hard to get cars, especially now when the large government requirements receive first consideration, the quotations continue to climb, and it appears to be largely a question of ability to make shipment. Any seller who is in a position to promise delivery can get almost any price within reason for stocks that are actually wanted, and the interference with the movement has been so great that nearly every user is out of hardwoods, so that it is easy enough to find takers. Some almost fantastic prices are talked of in the trade, and those dealers and manufacturers who manage to keep their stocks moving in fairly good volume will be able to show larger earnings than perhaps ever before in their history. But it is also realized that this business rests upon a very uncertain foundation. No one is able to promise that the trade will still be good two or three months hence. The effect of conditions growing out of the war cannot be forecast even by the most experienced members of the trade. Those with the widest view profess themselves unable to make any satisfying forecast of what may happen in the near future. It is simply a case of going ahead from day to day and taking advantage of opportunities while they present themselves. The railroad car situation and other problems connected with the transportation problem are said to be no nearer a solution than at any previous time, and vexatious delays are being experienced all along. Labor is scarce and rates of wages are sufficiently high to make it certain that lumber prices will not recede for the present. The high grade stocks appear to be somewhat slow just now, but the lower grades are in very active request, and the figures on many of them, especially maple, are being marked up at intervals, so that intending buyers will do well not to hesitate when they receive quotations. While there are no exports except such as the unavoidable necessities of the foreign governments render imperative, the slack on this account appears to be taken up by the domestic demand, which absorbs the output of mills, so that stocks everywhere, far from accumulating, have undergone reductions. The dealers are on the lookout for supplies and are getting them in as fast as circumstances will permit. At that the withdrawals from yards seem to run ahead of the receipts, so that stocks have diminished. One of the recent developments in the hardwood trade was the receipt of some carloads of mahogany at a local yard, and the latter was very glad to get them. Meanwhile the piles of poplar, cypress and other woods are going down.

< COLUMBUS >

The hardwood trade in Ohio territory continues strong in every respect. Buying on the part of factories is active and the same is true of retail buying. The best feature at this time is the factory demand, especially from box and implement concerns. Furniture factories are also buying a little better than formerly and the tone of the market is generally good and prospects are considered bright.

Retail stocks are fairly good and dealers are following the policy of buying only what is needed for the immediate future. Because of a better car supply and less congestion on the railroads, shipments are coming out better. Dry stocks in the hands of mill owners are not as large as formerly as the movement from the mills is brisker. Certain items are rather scarce but this only means in some of the lower grades.

Considerable buying for the factory demand is reported in the factory sections of the country. Some of the manufacturing plants are laying in a surplus to guard against an emergency. Others are only buying what is necessary to keep their plants going. Government requirements are gradually increasing on every hand. Collections are fairly good as money is generally easy.

Quartered oak is strong and prices at the Ohio river are: Firsts and seconds, \$88; No. 1 common, \$58. There is a good demand for plain oak stocks at former levels. In fact prices are strong all along the list and every advance is towards higher levels. Chestnut is one of the strong points in the trade. Poplar is strong, especially the lower grades. Ash and basswood are moving well. Other hardwoods continue firm.

< CLEVELAND >

There is a constant demand for hardwoods in the Cleveland market and prices are firm. Manufacturing requirements are strongest at the present time, although the strength of the building market for hardwoods may be indicated by the continued demand for oak and maple flooring. Hardwoods have the advantage over other lumber in the building line in that they are used largely in otherwise masonry buildings for floors, sash, doors, and trim. This is especially true of apartment construction which is always active in Cleveland.

Oak and ash are not only leaders in the building demands but are much wanted for manufacturing purposes, including motor truck bodies and for wooden shipbuilding. Ash is also much in demand for manufacturing purposes.

Cheaper grades for shooks and cooperage are having a steady, normal

The following stock is in excellent condition, ready for immediate shipment

1	No. 2	Common & Better ASH	17,000'
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1	No. 1	Common & Better BIRCH	75,000'
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4	No. 1	Common & Better HARD MAPLE	30,000'
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4	No. 2	Common & Better SOFT ELM	68,000'
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Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company Masonville, Michigan



YOU WANT WIDE STOCK—WE HAVE IT
Payson Smith Lumber Co.
MINNEAPOLIS, MINN.

FOR QUICK SHIPMENT

Northern Stock

BIRCH

3 cars..1" Com. & Bet. Red
2 cars.....1" No. 2 Com.
6 cars,
1 1/2" No. 1 Com. & Bet.

8 cars.....1 1/2" No. 3 Com. & Bet.
3 cars.....2" No. 2 & Bet.

SOFT ELM

1 car.....1 1/2" No. 2 & Bet.
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HARD MAPLE

2 cars.....1" No. 2 & Bet.
2 cars.....1" No. 3 Com.
3 cars.....2" No. 2 & Bet.

Prices Right
Stocks Better
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Southern Stock

RED OAK

2 cars.....3/4 Com. & Bet. Plain
1 car.....4/4 No. 2 & Bet. Plain

WHITE OAK

1 car.....2" No. 2 & Bet. Plain

Payson Smith Lumber Co.

MINNEAPOLIS, MINN.

CHICAGO OFFICE
1665 Old Colony Bldg. J. C. Moffat, Rep.

DETROIT OFFICE
Henry Clay Hotel. P. M. Youngblood, Rep.



WE MEAN THE OAK NOT THE MAN
PAYSON SMITH LUMBER CO.
MINNEAPOLIS, MINN.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 4 1/4" Clear Sap Poplar, 6 to 24" wide; 1 car 4 1/4" No. 1 Common Ash; 2 cars 4 1/4" FAS Sap Gum; 1 car 3 1/4" FAS Plain Red Oak, dno; 2 cars 6-4 FAS Plain Red Oak, dno; 1 car 4 1/4" No. 1 Common Qtd. Red Oak.

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STRAIGHT or MIXED CARLOADS
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BLISSVILLE, ARKANSAS

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried
or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

*No matter where,
if there is timber there,
Lacey & Company knows all
about it and can tell you—can
offer you a buy or a buyer or
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*James D. Lacey & Com-
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INTERNATIONAL TIMBERLAND FACTORS
EST. IN 1880

CHICAGO SEATTLE NEW ORLEANS
1750 McCormick Bldg. 626 Henry Bldg. 1218 Whitney-Central Bldg.

demand, in spite of the fact that the manufacturers are holding back and only buying for immediate needs. Oil cooperage is the leader in this field.

A sudden tightening of all hardwood markets was the result of unfavorable transportation conditions which became apparent about a week ago. The last of the transit cars sent south by the Interstate Commerce Commission had arrived in Cleveland and word came from the mills that no more were to be had, and that increases in prices were contemplated all along the line. On top of this came word of a car shortage on the western coast, so that transit cars from that quarter, which had been coming in in sufficient quantity to weaken the market, immediately jumped to a premium.

Water transportation on the Great Lakes, which is usually looked to to ease any transportation situation, is already overloaded, and only those lumber shippers who own their own boats or have been able to charter one for the season are getting satisfactory results from this quarter.

In Cleveland, while some stocks are quite large and others are rapidly being exhausted, all are being closely held, as dealers do not know how long it will be before new stocks will arrive in sufficient quantities, to keep the market on an even keel.

INDIANAPOLIS

There is less activity in the hardwood market than there has been in many months, but despite this fact the demand is good for this season of the year. Building operations have been curtailed somewhat on account of the high cost of materials and the scarcity of labor, but the retail trade declares it is well satisfied with the demand.

The heaviest demand now comes from consuming plants, especially those which are dealing or expect to deal in supplies for the government. Vehicle manufacturers, car building and repairing concerns, and manufacturers of motor trucks and farm machinery are active buyers, and are laying up larger surplus stocks than usual. The demand from furniture companies is strong, but the call is not as insistent as it was two months ago.

Wholesalers in this market report that there is a general tendency to build up surplus stocks, and several large retailers say they intend to build up their yard stocks far above normal. The present free movement of cars is not expected to continue when the grain crops of the middle west begin to move, and many lumbermen expect more stringent car shortage conditions to prevail during the early fall.

The sash and door trade reports a falling off in demand with the lull in building operations which generally is expected during July and August. The farm trade so far this year has been a negligible quantity. Crops have seldom been so late as this year, and the farmers are being kept busy later than usual in handling the wheat and corn crops. The wheat crop which now is being threshed, is of excellent quality and the yield is larger per acre than it has been for several years. These conditions naturally cause the trade to expect a heavy demand on the farms later in the season.

Prices are steady in all departments, and no price cutting is reported.

EVANSVILLE

The hardwood lumber manufacturers of Evansville and southwest-ern Indiana report that their business has been exceptionally good for July and it is believed that this month will bring in as large a volume of business as the corresponding month of 1916. Many of the large up-town mills in Evansville have been closed, however, for the past month, and the river mills are also shut down, but manufacturers say that in spite of this, orders and inquiries have been coming in very nicely. Logs have been scarce for several weeks and the prices are unusually high. The up-town mills depend almost altogether on Kentucky and Tennessee for their logs and the men who get out logs from time to time have been too busy with their crops to give any attention to logs, which has naturally made a scarcity. The river mills here get their log supply from points along Green river and tributaries in western Kentucky and they have not been bothered with a log scarcity. Maley & Wertz are cutting a tract of timber near Daylight, Ind., and the logs are being hauled here by the company's teams. The same company is also cutting a tract eight or ten miles west of here in Posey county and these logs, too, are being hauled overland. Prices on hardwood lumber are remaining firm and it is expected that prices on some grades will get even stiffer before fall. Ash, elm, hickory and plain oak have been in strong demand for some time past. Cottonwood is also in good demand as this lumber is being used in some instances in the place of quartered sycamore. Walnut has been rather off for the past few weeks. Manufacturers report that the demand for No. 2 beech is still strong because the government is buying quantities of this lumber to make cots for soldiers. Collections are good and the crop outlook for this section is promising. Furniture factories continue to use a great deal of gum and this lumber has been strong since the first of the year. Retail lumber dealers say that trade, while not inclined to boom, is fairly good and they are looking for a very nice fall business. In event that the furniture factories keep running on full time, and it is be-

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lieved they will all the year, veneer manufacturers say they will enjoy a nice increase in trade. General conditions in this section have been good all year.

MEMPHIS

The hardwood market continues quite firm and demand is still reported very satisfactory. There is talk in some quarters of a slight slowing down in the call for some items on the hardwood list but as a general rule manufacturers and distributors alike say that demand is unusually well maintained for this time of the year and that there is nothing of which to complain on the score of prices. There has been some improvement in the car situation, with the result that deliveries of lumber in most instances are being made with rather greater promptness though there are still delays where mills are located on short lines. Logging is making better progress and as a rule there are rather more cars available for handling timber shipments. As a consequence production of hardwood lumber is perhaps gaining some as compared with the more recent rather small average daily output. There is a splendid call for gum in all grades though low grade stock is the scarcest and the firmest. This is due to the big call from the box manufacturers who are doing a record business and who are having to use an exceptionally high percentage of gum because of the shortage of low grade cottonwood. The latter is very hard to find in the open market and exceptional values are placed thereon by holders. Oak is gaining in movement, especially in structural timbers, while the demand for ash is usually active. Considerable quantities of this are wanted for aeroplane parts. Hickory and elm are in good request and the movement of cypress is reported unusually free for this time of the year.

NASHVILLE

No important changes are noted in the hardwood trade in this market. Business is of moderate volume, and prices rule very strong on the general list. Building operations have been at a low ebb, which has given a quiet tone to the retail trade. There has been some improvement in the car situation, but this continues to be one of the main factors of trade, as it has been difficult to get any shipments to the eastern territory. Lumber concerns are greatly interested in the government plans, and the expectation of demands for government cantonments and shipbuilding is probably the main influence in holding the market firm.

LOUISVILLE

While June was a busy month, July is going it one better in this district, and the usual July slump has failed to materialize. The demand for all grades of lumber is unprecedented, and operators are so busy selling stock that they are not accumulating much surplus. The car situation is much better and both inbound and outbound shipments are moving fairly well, although regulations relative to using coal cars for lumber are expected to handicap some southern shippers who depend largely on such cars. Orders are coming plentifully from almost every class of consumers, the furniture demand having improved, especially for such woods as walnut, gum, and poplar. The government is buying oak in large quantities for shipbuilding and other work, and pine for camp construction. Manufacturers of trucks, automobiles, wagons etc., are buying hickory, ash, elm, gum and oak in quantities, and the wheel manufacturers are also active buyers, with the result that all thick stocks of tough textured woods are in big demand. Walnut for gunstock and aeroplane manufacturing is brisk, it being reported that some prime walnut for aeroplane work recently sold at \$350 per thousand, while inch common chestnut has sold at \$40 Louisville; inch 1s and 2s plain red gum, \$60 at mill, and two inch quartered sap gum at \$35 mill. Everything is selling freely and present market prices are unprecedented, but are expected to go higher. It is said that the labor situation will force prices up somewhat as labor is very scarce, and some mills are unable to run to capacity, and are accumulating log stocks as a result.

MILWAUKEE

The hardwood production of northern Wisconsin continues to grow week by week as the result of the addition of a number of important new mills to the active list. It is confidently expected that when the season comes to a close, the total output will be found to be the largest in at least five years. If the labor situation were more favorable, the record doubtless would still further be broken. The car situation is still in unsatisfactory shape, but shows some improvement. This applies, however, only to the northern Wisconsin producers, as receivers of hardwoods from the West and South complain that they are unable to get deliveries of more than a small percentage of their requirements. So far as new construction is concerned, the volume of building is smaller than a year ago, but it must be remembered that 1916 was one of the best years in history and it would require a great deal to maintain a similar record in such times as the present. The general price lists have seen further advances, but buying goes on merrily because of urgent needs. Furniture and chair factories are working at a capacity that is limited only by the supply of labor. Thousands of freight cars are being built in and around Milwaukee, and a general survey of the situation shows that while the demand for hardwood in some lines has fallen off, it is more than compensated for by the requirements of other lines.

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment; and
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FRANK PURCELL

515 Dwight Building, KANSAS CITY, MO.

Plain & Qtd. Red & White

OAK

AND OTHER
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Even Color

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MADE **(MR)** RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

**The MOWBRAY
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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYMENT WANTED

WANTED—BUYER AND INSPECTOR

Acquainted with West Virginia and Ohio hickory producers. Must be strictly sober and energetic. Good references required.

Address "BOX 72," care HARDWOOD RECORD.

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WANTED

CHERRY LOGS AND LUMBER

WARREN ROSS LUMBER CO., Jamestown, N. Y.

WANTED—BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

4860 ACRES FINE HARDWOOD Land for sale. Borders Tombigbee River, navigable the year round, 1½ to 3 miles L. and N. R. R. Timber Oak, Gum, Ash, Cypress, Elm, Beech and some Pine. Fine location for hardwood mill. Other tract borders. Land is very fertile and productive. Price \$75,000; ½ cash. I will sell timber without land, price \$45,000 cash; 12 years to remove. Middleman need not answer. G. B. EVINGTON, OWNER, Oak Chia, Ala.

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TIMBER ESTIMATING

THOS. J. McDONALD,

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TIMBER ESTIMATORS

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HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

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LUMBER WANTED

WANTED—BOX LUMBER

4/4, 5/4, 6/4 in White Pine, Yellow Pine, Poplar, Basswood, Chestnut, Spruce or Hemlock, both rough, dressed and resawn. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.

Equitable Bldg., Wilmington, Del.

WE ARE IN THE MARKET

for 4/4 1s & 2s and 4/4 Select Cypress. THE WALNUT LUMBER CO., Indianapolis, Ind.

WANTED—WHITE PINE

Log run, all thicknesses. Send us your list of dry stock and best cash prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—OAK, ASH & HICKORY

1½, 2, 2½, 3 & 4" Indiana, Ohio or Michigan preferred. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

WANTED BLACK WALNUT

1" thick, 1x8" and up wide by 8' and over long in 1 & 2s also selects. In lots of 500 ft. or more. Pay cash. E. L. EDWARDS LBR. CO., Dayton, O.

WANTED

White Oak timbers, also all grades of White and Red Oak, Poplar, Chestnut, etc. Send us your stock list and prices. AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—WHITE ASH

1" to 4" in thickness, all grades. Will pay cash and inspect at mill.

BUFFALO HARDWOOD LUMBER CO.,

940 Seneca St.,

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CLEAR DIMENSION STOCK PLAIN WHITE OAK

2"x4½"x44"

1½"x1½"x37"

2"x2"x40"

HARD OR SOFT MAPLE

1"x5"x17"

¾"x5"x17"

1"x6"x17"

¾"x6"x17"

1"x2½"x20"

¾"x2½"x20"

1¼"x3½"x19"

¾"x8½"x19½"

1½"x2¼"x18½"

¾"x6¼"x15"

PINE, HEMLOCK, BASSWOOD, POPLAR, GUM, SOFT MAPLE

¾"x1¾".

18", 22½, 23½, 25, 25½, 51½, 55½".

4"x26½".

WISCONSIN CABINET & PANEL CO.,

New London, Wis.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

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FOR SALE—ITALIAN WALNUT

8000' 1½" selected. G. W. MURRAY CO. LTD., Market St., E. Winnipeg.

FOR SALE—BIRCH.

2 cars 10/4 No. 1 Com. & Bet.

2 cars 12/4 No. 1 Com. & Bet.

5 cars 5/4 No. 1 Com. & Bet.

5 cars 4/4 No. 1 Com. & Bet.

Send us your inquiries.

BUFFALO HARDWOOD LUMBER CO.,

940 Seneca St.,

Buffalo, N. Y.

DIMENSION STOCK FOR SALE

FOR SALE.

1 car 2x2—40" clear dry Gum, Oak & Ash, 50% Gum with 25% 2½x2½—40".

1 car 2x2—28, 30 & 32" Clr. dry Ash with some 2½x2½'s, mostly 32's.

Write for delivered prices.

THE PROBST LUMBER COMPANY,

Cincinnati, O.

FOR SALE

Approximately 25,000 pieces of 1½x1½—42", 44" and 55" long, clear dry hard maple squares. Mostly 42 and 44" lengths. We could make immediate shipment of this stock and would be pleased to receive your inquiry.

THE STEELE ALDERFER COMPANY,

Cuyahoga Falls, Ohio.

DIMENSION STOCK WANTED

WANTED SEVERAL CARS

of squares 1"x1"—42" long, Beech, Birch and hard and soft Maple. INDIANA WOOD PRODUCTS CO., Spencer, Ind.

WANTED—BLACK LOCUST SQUARES

10 carloads No. 1 Com. & Btr., 1½" & 1½x22" to 36". 2 cars per month. Quote price f. o. b. mill or Chicago, Ill. rate.

AMERICAN LBR. & MFG. CO., Pittsburgh, Pa.

WANTED—CLEAR OAK DIMENSION

1½", 1½", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

WANTED

2¼x2¼—30" or 31" dry Oak Squares. GRAHAM MFG. CO., Franklin, Ind.

Loans on Timberland

We have internationally recognized facilities based on 37 years' experience in timberland and lumber matters. Long or short terms. Amounts from \$50,000 up, as conditions warrant.

LACEY TIMBER CO.

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TIMBER FOR SALE**FOR SALE—1800 ACRES**

Gum and Oak timber in Arkansas. \$20 per acre. Four miles from railroad, with logging road from timber to railroad. Good location for mill. Good place to buy logs, and splendid opportunity for anyone wanting timber.

Also 4500 acres (largely oak) in Tennessee; \$10 per acre. This is a big bargain.

Address "BOX 75," care Hardwood Record.

MACHINERY FOR SALE**FOR SALE**

1 latest improved Wickes No. 10 52" gang, complete with saws and filing equipment. 1 Kilgore cant crane, steam board flippers. GOODMAN LUMBER CO., Goodman, Wis.

FOR SALE—25,000 CAPACITY

Saw and Planer Mill, all in good running order. LONDON LBR. CO., Mist, Ark.

LOGGING EQUIPMENT FOR SALE**IMMEDIATE SHIPMENT.**

McGiffert log loader, now standard gauge, will change gauge to suit, engine 18x20 swinging boom, loader first-class condition; inspection invited.

GREAT BARGAIN.

Guyan Machine Shops,
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BUSINESS OPPORTUNITIES**WANTED—BAND MILL**

To lease saw by thousand or buy, preferably in or near Cincinnati. Address "BOX 77," care Hardwood Record.

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solicits correspondence with responsible lumbering firms who are looking for a sawmill location. Territory carries enough virgin timber to supply mills for several years. Choice sites; good logging conditions. For particulars write,

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HARDWOODS FOR SALE**LUMBER****ASH**

NO. 1 & 2 C., white, 4/4", good width., 50% 14-16", 2 yrs. dry; NO. 1 C., brown, 4/4", good width., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Inc., Buffalo, N. Y.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 2 C. white, 8/4, usual width. and lgth., 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4, 5/4, 8/4, 12/4, 16/4, 20/4, 24/4, 6" to 10"; FAS 10/4, 6" & wider, soft; FAS 4/4", 12" & wider; FAS 4/4" & 8/4, 10" & wider, 14" & 16"; FAS 8/4", 12" & wider, 14-16"; FAS 10/4 & 12/4, 11" & wider; NO. 1 C. 4/4, 5/4, 6/4, 8/4, 10/4, 12/4, 16/4 & 20/4, 3" & up. DUDLEY LUMBER CO., Memphis, Tenn.

FAS 5/4"; COM. & BTR., black, 4/4. HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

FAS 6/4", 6" & up, 6 mos. dry; FAS 5/4", 6" & up, 6 mos. dry; FAS 12/4", 6" & up, 6 mos. dry; NO. 2 C. 8/4", 4" & up, 10 mos. dry; CLR. STRIPS 4/4", 3" to 5 1/2", 6 mos. dry. THE MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

NO. 2 C. 8/4, 10/4 & 12/4", reg. width. & lgth., dry. NICKEY BROS., Memphis, Tenn.

LOG RUN 4/4", reg. width. & lgth., 4 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS, white, 4/4", 5/4, 8/4 & 16/4, 6" & up, soft; FAS 5/4", 6" & up, 8" & 10"; FAS, white, 4/4", 5/4 & 8/4, 12" & up; NO. 1 C., white, 10/4", 12/4 & 16/4, reg. width.; NO. 1 C., white, 20/4", 8" long, bone dry. RIEL-KADEL LUMBER CO., Memphis, Tenn.

NO. 1 C. 5/8", reg. width. & lgth., bone dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

BASSWOOD

NO. 1 C. 4/4", good width., 50% 14-16", 2 yrs. dry. THE ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS 6/4", NO. 2 C. 5/4 & 6/4. BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 10/4", mostly 5 to 7" wide, usual lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4". WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

BEECH

LOG RUN 8/4". THE ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

LOG RUN 4/4". WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

BIRCH

FAS & NO. 1 C., white, 4/4", good width., 50% 14-16", 2 yrs. dry. THE ATLANTIC LUMBER CO., Buffalo, N. Y.

LOG RUN 4/4" & 8/4. THE ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS 5/4", 10/4", 12/4"; NO. 1 C. 5/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

CHERRY

FAS 4/4", good width., 50% 14-16", 2 yrs. dry. THE ATLANTIC LUMBER CO., Buffalo, N. Y.

CHERRY NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

CHESTNUT

SD. WORMY & NO. 2 C. 4/4", 6/4" & 8/4". ATLAS LBR. & MFG. CO., Cincinnati, O.

FAS & NO. 1 C. both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4 to 8/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 6/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 4/4 & 6/4", good widths. and lgths., 6 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR. 4/4". WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

CHITTUM

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

COTTONWOOD

FAS, NO. 1 C. & NO. 2 C., all 4/4", 4 mos. dry. BROWN & HACKNEY, INC., Memphis, Tenn.

BOXBOARDS, wide, 4/4"; COM. 4/4". GAYOSO LUMBER CO., Memphis, Tenn.

CYPRESS

SHOP & BTR., dry, 4/4". GEO. C. BROWN & CO., Memphis, Tenn.

SHOP 4/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

ELM—SOFT

LOG RUN (80-90% NO. 1 C. & B.) 10/4" & 12/4. THE ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

NO. 1 C. 6/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

LOG RUN 12/4". MEMPHIS BAND MILL CO., Memphis, Tenn.

NO. 2 C. & BTR. 12/4". RIEL-KADEL LUMBER CO., Memphis, Tenn.

NO. 2C. & BTR. 12/4". RUSSE & BURGESS, INC., Memphis, Tenn.

GUM—SAP

FAS 4/4"; NO. 1 & 2 C. 4/4". THE ATLAS LUMBER & MFG. CO., Cincinnati, O.

FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS 1 1/2", 13-17", 50% 14-16", 2 yrs. dry; FAS 5/8 & 3/4, 18-21", 50% 14 & 16", 2 yrs. dry. R. J. DARNELL, INC., Memphis, Tenn.

COM. & BTR., Qtd., 8/4" dry. GAYOSO LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR. 6/4". MEMPHIS BAND MILL CO., Memphis, Tenn.

FAS 5/8". RUSSE & BURGESS, INC., Memphis, Tenn.

FAS 4/4", reg. width. & lgth., 3 mos. & over dry. SWAIN ROACH LUMBER CO., Seymour, Ind.

GUM—PLAIN RED

NO. 1 C. & BTR. 5/4". THE ATLAS LUMBER & MFG. CO., Cincinnati, O.

NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

NO. 1 C. 4/4", selected, figured. GEO. C. BROWN & CO., Memphis, Tenn.

FAS 4/4". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 C. & BTR. 5/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

GUM—QUARTERED RED

NO. 1 C. & BTR. 8/4", sap no defect. ATLAS LBR. & MFG. CO., Cincinnati, O.

NO. 1 C. & BTR. 4/4" & 8/4". GEO. C. BROWN & CO., Memphis, Tenn.

FAS & NO. 1 C. 8/4"; FAS & NO. 1 C. 8/4", sap no def. BROWN & HACKNEY, INC., Memphis, Tenn.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4" & 5/4. MAY BROS., Memphis, Tenn.

FAS 8/4"; NO. 1 C. 8/4"; NO. 1 C. & BTR. 12/4", sap no def. MEMPHIS BAND MILL CO., Memphis, Tenn.

FAS FIG. 4/4", reg. width. & lgth., dry; COM. & BTR. 3/4 & 5/8", reg. width. & lgth., dry. NICKEY BROS., INC., Memphis, Tenn.

NO. 1 C. 4/4", fig. RUSSE & BURGESS, INC., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

LOG RUN 4/4", reg. width. & lgth., 8 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS 4/4 & 5/4", reg. width. & lgth., dry; NO. 1 C. 4/4-8/4", reg. width. & lgth. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

NO. 1 C. & BTR. 4/4, 6/4, 8/4 & 12/4"; NO. 2 C. 4/4, 8/4 & 12/4". THE ATLAS LUMBER & MFG. CO., Cincinnati, O.

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR. 4/4 & 5/4", usual width. and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 5/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

ALL grades 4/4". WILLSON BROS. LUMBER CO., Memphis, Tenn.

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MAPLE—HARD (Cont'd)

NO. 1 COM. & BTR. 4 1/4" & 5 1/4", good widths & lgths.; NO. 2 C. & BTR. 8/4", good widths & lgths. KERRY & HANSON FLOORING CO., Grayling, Mich.

MAPLE—SOFT

NO. 2 COM. 4 1/4" & 12 1/2" LOG RUN 12 4", Miss stock. THE ATLAS LUMBER & MFG. CO., Cincinnati, O.

NO. 2 C. 4/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
NO. 2 C. & BTR. 4/4". RIEL-KADEL LUMBER CO., Memphis, Tenn.

MISCELLANEOUS

HARDWOOD, NO. 3 C. 4/4". WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

OAK—PLAIN RED

NO. 1 C. 4/4", reg. width., 40% 14 & 16', 4 mos. dry. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
FAS 10/4", usual width and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 & 2 C. 4/4", dry; NO. 1 C. 5/4", dry. GEO. C. BROWN & CO., Memphis, Tenn.

NO. 2 C. 3/2" reg. width. & lgth., 6-12 mos. dry. R. J. DARNELL, INC., Memphis, Tenn.
NO. 1 C. 5/4". F. T. DOOLEY LUMBER CO., Memphis, Tenn.

NO. 2 C. 5/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 4/4", dry; COM. 8/4", dry; COM & BTR. 16/4", green. GAYOSO LUMBER CO., Memphis, Tenn.

FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.

NO. 2 C. 4/4"; NO. 1 C. 5/8"; FAS 5/8". MAY BROS., Memphis, Tenn.

FAS 4/4", reg. width. & lgth., 6 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

NO. 1 & NO. 2 C. 4/4", 18 mos. dry. JAS. E. STARK & CO., Memphis, Tenn.

FAS & NO. 3 C. 4/4"; COFFIN BDS. 3/4", 10" & up. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 1 C., 3/4"; FAS 5/4"; FAS 4/4", 50% 14-16' (en route), kiln dried. W. R. WILLETT LUMBER CO., Louisville, Ky.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 4/4". F. T. DOOLEY LUMBER CO., Memphis, Tenn.

COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4" & 5/4". MAY BROS., Memphis, Tenn.

FAS AND NO. 1 C. both 3/4", reg. width. & lgth., dry; CLEAR STRIPS 4/4", 2 1/2"-3 1/2" and 4-5 1/2", both reg. lgth., dry. NICKEY BROS., Memphis, Tenn.

NO. 1 C. & BTR. 4/4", reg. width. & lgth., 6 mos. dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

OAK—PLAIN WHITE

NO. 1 C. 4/4", reg. width., 50% 14 & 16', 4 mos. dry, Ky. soft texture. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 5/4", dry. GEO. C. BROWN & CO., Memphis, Tenn.

NO. 1 C. 12/4", usual width and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR. 4/4" to 16/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 & NO. 2 C. both 4/4". COULSON LUMBER CO., Memphis, Tenn.

NO. 2 C. 1/2", reg. width. & lgth., 6 mos. dry. R. J. DARNELL, INC., Memphis, Tenn.

NO. 1 C. 3/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

COM. 4/4" dry. GAYOSO LUMBER CO., Memphis, Tenn.

NO. 2 C. & BTR. 8/4" & thicker, green. MAY BROS., Memphis, Tenn.

FAS 4/4", good widths and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS 4/4", 6" & up, 10 mos. dry; SELECTS 1 1/4", 3" & up, 6 mos. dry. THE MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS 4/4" reg. width. & lgth., 6 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

NO. 1 & NO. 2 C. 4/4", 12 mos. dry. JAS. E. STARK & CO., Memphis, Tenn.

FAS 4/4", 50% 14-16". W. R. WILLETT, LBR. CO., Louisville, Ky.

OAK—QUARTERED WHITE

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 3/8", reg. widths., 50% 14-16", 3 yrs. dry; NO. 2 C. 3/8", reg. width. & lgth., 3 yrs. dry; NO. 2 C. 5/8", reg. width. & lgth., yr. dry. R. J. DARNELL, INC., Memphis, Tenn.

FAS 4/4", 5/4" & 6/4"; CLEAR STRIPS 4/4", 2 1/2"-5 1/2", bright sap no def.; COM. STRIPS 4/4", 2-4". F. T. DOOLEY LUMBER CO., Memphis, Tenn.

CLEAR FIG. 4/4", 2" to 5", 8 & up, 18 mos. dry. EVANSVILLE VENEER CO., Evansville, Ind.

NO. 1 C. 8/4". MAY BROS., Memphis, Tenn.

FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS & CO., Ft. Wayne, Ind.

FAS 4/4", reg. width. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. widths and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

NO. 1 & 2 C. 4/4". MEMPHIS BAND MILL CO., Memphis, Tenn.

FAS 3/4", 4/4", 3/8" & 5/8", reg. width. & lgth., dry; FAS 4/4", 12" & up, reg. lgth., dry; NO. 1 C. 1/2", 5/8", 3/4" & 6/4", reg. width. & lgth., dry; COM. & BTR., 1/4", reg. width. & lgth., dry; CLEAR STRIPS, 4/4", 2 1/2", 3 & 3 1/2", ran. lgth., dry. NICKEY BROS., Memphis, Tenn.

FAS 5/4", 10" & up, 8 mos. dry; CLEAR STRIPS 5/4", 3"-5 1/2", 10 mos. dry; NO. 1 C. 5/4", 4" & up, 10 mos. dry; FAS 5/4", 6" & up, 10 mos. dry. THE MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

NO. 2 C. 4/4", reg. width. & lgth., 8 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS 4/4", 6 mos. dry; COM. STRIPS 4/4", 8 mos. dry. JAS. E. STARK & CO., Memphis, Tenn.

SELECTS 4/4"; CLEAR STRIPS 4/4", 5 & 5 1/2", sap no def. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 1 C. 1 1/4" & 5/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

OAK—MISCELLANEOUS

TIMBERS, sound square edged, white, 10x10 & 10x12x10 to 16". AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

FAS, NO. 1 C. & NO. 2 C. 4/4", 5/4", 6/4" & 8/4"; COM. & BTR., SD. WORMY 4/4" & 8/4"; COM. & BTR., SD. WORMY 8/4", 10 1/4", 12 1/4" & 16/4", green. THE ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 2 C. 8/4", reg. width. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

CLEAR STRIPS & NO. 1 C. STRIPS, both 4/4"; NO. 1 C. 5/8". RUSSE & BURGESS, INC., Memphis, Tenn.

FAS, plain, 3/8", reg. width. & lgth., 6 mos. dry. SWAIN ROACH LUMBER CO., Seymour, Ind.

ALL grades 4/4". WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16', 6 mos. dry, largely 14 & 16' and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

NO. 1 C., NO. 2 C. & NO. 3 C., all 4/4", reg. width., 60% 14 & 16', 3 mos. dry. KERRY & HANSON FLOORING CO., Pittsburgh, Pa.

FAS 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 6/4", 2 yrs. dry; NO. 1 C. 6x6", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4", 7" & up, 50% 14 & 16', 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR., 5/8" & 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 12/4", 8" & up, 10 mos. dry. THE MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS 4/4", 50% 14 & 16', 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16', 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16', 8 mos. dry; NO. 1 C., 4/4" & 5/4", 50% 14 & 16', 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16', 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

FAS 12/4", reg. width. & lgth., 6 mos. dry; CLEAR SAP 4/4", 5" to 24", reg. lgth., 2 to 6 mos. dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 2 C. 5/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

COM. & BTR. 4/4". WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

WALNUT

NO. 2 C. 4/4", usual width. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 4/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. 4/4" to 8/4", reg. width. & lgth., dry. THE DEAN-SPICKER CO., Chicago, Ill.

NO. 2 C. 4/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

COM. & BTR. 4/4" to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8" to 8/4", very dry. HUDDESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 4/4", 4" & up, 10 mos. dry; NO. 2 C. 4/4", 3" & up, 10 mos. dry. THE MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FLOORING—MAPLE

PRIME 13 16"x4", 1-1/16"x4", FCTY. 1-5 16"x2 1/4"; CLEAR 1-1 16"x2 1/4", 13 16"x1 1/2"; NO. 1 13 16"x1 1/2". KERRY & HANSON FLOORING CO., Grayling, Mich.

NO. 1 3x1 1/2" and 5x1 1/2", 2" & 2 1/4". CLEAR 5x1 1/2", 2" & 2 1/4". THE T. WILCE CO., Chicago, Ill.

OAK

SEL. RED 3/8"x7/8" and 1 1/2"; SEL. WHITE 3/8"x1 1/2" and 2"; SAPPY CLEAR QTD. R. or W. 3/8"x1 1/2" and 2"; SEL. RED OR WHITE 13 16"x1 1/2" and 2". THE T. WILCE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3 16" and 1 1/2", 20" wide, 60" long, kiln dried, rotary cut; FAS, QTD. FIG., 1/8", 6" & up, 12 to 16, kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

MAHOGANY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS RED, 1/8", 6" & up, 12 to 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or shred. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS, WHITE, 1 20", 1 16", 6" & up wide, 8" & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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POPLAR

CLEAR 1/8", 12 to 16", 14", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD., cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

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ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING**GUM**

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS**BIRCH**

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co.
Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

"IDEAL" Steel Burnished**Rock Maple Flooring**

is the flooring that is manufactured expressly to supply the demand for the best. It is made by modern machinery from carefully selected stock, and every precaution is taken throughout our entire system to make it fulfill in every particular its name "IDEAL."

Rough or Finished Lumber—All Kinds

I. STEPHENSON CO., Trustees
Wells, Michigan

We have the following dry stock to offer:

**One Car of
10/4" No. 3 Common
Rock Elm**

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.

WISCONSIN AND MICHIGAN HARDWOODS

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

**HAVE FOLLOWING STOCK AT
IRON MOUNTAIN, CAR SHIPMENTS:**

50 M 5/4 No. 1 & 2 Common MAPLE.
50 M 7 + No. 1 Common & Better MAPLE.
50 M 8/4 No. 2 Common & Better MAPLE.
50 M 12/4 No. 3 Common MAPLE.

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.

VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

QUICK MOVING CLYDES

The Human Element in a Logging Operation

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

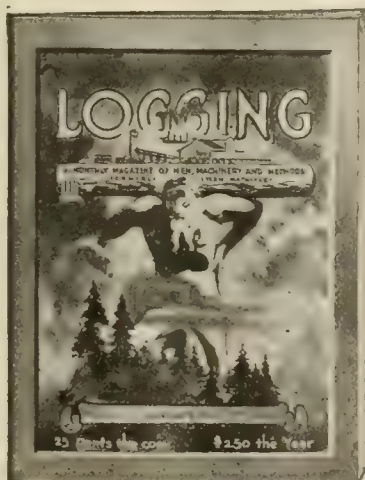
This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.



FOUR LOGS ON TWO LINES

THIS CLYDE SKIDDER HELPS "THE HUMAN ELEMENT"



SEND FOR A SAMPLE COPY
AND READ BOTH STORIES

CLYDE IRON WORKS

*Manufacturers of
Quick-Moving Clyde Logging Machinery*

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U. S. A.

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Miller, Sturm & Miller

*Hardwoods
of All Kinds*

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Hardwoods

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NIAGARA—CORNER ARTHUR

Atlantic Lumber Company

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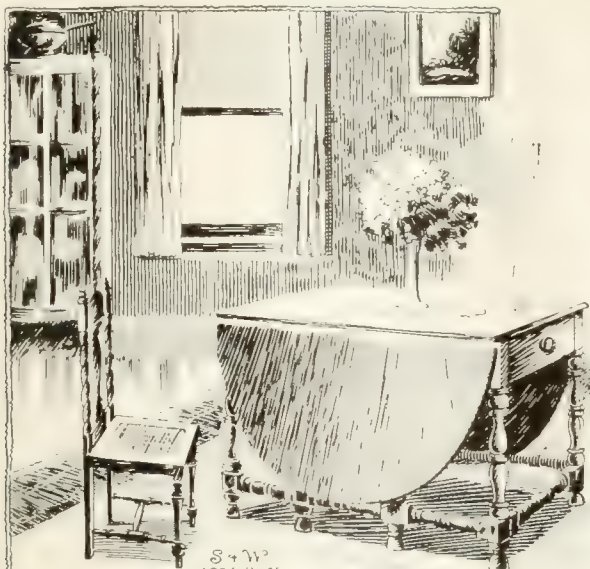
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HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



QUALITY—
—said Noah Webster
is "that which makes a
thing such as it is"

TO our furniture friends we earnestly suggest that with the furniture shows nearing completion, with hardwood requirements pretty well in mind, they give their attention as soon as possible to stock necessities for the coming months. The wisdom of this is plainly indicated by stock conditions in all hardwood sections.

Believing that we may be called upon for our quota of raw material—of veneers, hardwood lumber and panels for furniture manufacture, we want to emphasize that, while in spite of our enormous production we are still strained to take care of our customers, ATCO ABILITY, representing Atco service—Atco Quality—is proving its capacity to meet emergencies as well as to handle the normal situation.

Should you call upon our resources of veneers, hardwood lumber or panels, we assure you of the most cordial co-operation to the full limit of every feature which ATCO ABILITY comprises.

Allow us to prove that what ATCO ABILITY stands for—60,000,000 feet of hardwood production and a nation-wide organization—can be of real service to you.

Anderson-Tully Company
Memphis Tennessee

In these days "Specials" are uncommon, but we have a few which might logically interest the furniture man. We will gladly give you a complete description.

QUALITY MEANS ECONOMY



Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

Little Rock Lumber & Mfg. Co.

LITTLE ROCK, ARK.

IN THE

HEART of the finest HARDWOODS

Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

High Grade Plain and Qtd. White and Red Oak, Red Gum, Sap Gum, Cypress, Ash, Hickory, Holly, Elm, Maple, Qtd. Sycamore, Hackberry

WRITE FOR OUR LATEST STOCK SHEET

—Prompt Shipments of—
White and Red Oak Car Material

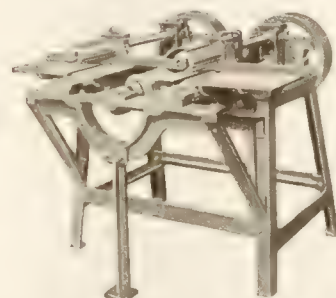
All Lumber Well Manufactured. Dependable Grading

BROOM HANDLE MACHINERY

Another one of our Broom Handle Specialties—Standard four-saw Splitter, for ripping bolts of any width into broom handle squares. Will rip forty thousand squares per day, and is substantially built throughout. We manufacture a complete line of Broom Handle Machinery, and are in position to furnish your requirements, even to the design of your plant.

Write us for information about our Lathes, Tumblers, Bolters, Chucking and Boring Machines and in fact anything you require in this line.

Standard
Handle



Broom
Bolter

Cadillac Machine Co.
Cadillac, Michigan



Goodyear Products

BIRCH

Average widths and lengths

4/4 No. 3.....8 mos. dry
5/4 No. 3.....4 mos. dry
3/4 No. 3.....8 mos. dry
5/8 No. 3.....8 mos. dry

BASSWOOD

Average widths and lengths

3/4 No. 2 & btr.....8 mos. dry

MAPLE

Average widths and lengths
4 4 No. 2.....4 mos. dry
3 4 No. 2.....8 mos. dry

It will be a special pleasure to show you our Birch and Maple. It is all in the upper grades and particularly high-class stock.

Our attention has been focused on the proper manufacture of this lumber, its careful grading and on being able to assure full thicknesses.

C. A. Goodyear Lumber Co.

McCormick Building

Chicago, Illinois

Mill located at Tomah, Wis.

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, AUGUST 10

Subscription \$2.
Single Copies, 15 Cents.

The Name **PENROD** has a Definite Meaning in Walnut Circles

The Stamp of Excellence on Penrod goods embodies always complete stocks and a great range in variety—an exceptional quantity of material. Distinctive goods are made possible by a long service to walnut users, which has given us an expert organization and thorough knowledge as to how this organization should operate to produce the highest possible type of product.

SERVICE AND QUALITY
IN PLAIN AND FANCY

Veneers and Lumber

PENROD WALNUT & VENEER CO.

"Walnut Specialists for Thirty Years"

KANSAS CITY, MISSOURI

—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
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Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C. {
Jacksonville, N. C. { MILLS }
Hertford, N. C. {

Porterwood, W. Va.
Wildell, W. Va.
Mill Creek, W. Va.

Willson Bros. Lumber Co.

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MAIN OFFICE: PITTSBURGH, PA.

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale-
sellers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Building

PHILADELPHIA

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{8}$ " x 2" No. 1 Maple Flooring

33 M. ft. $1\frac{1}{8}$ " x 2" Clear Maple Flooring

The Kneeland-Bigelow Company

Manufacturers of
Hardwood Lumber

BAY CITY

MICHIGAN

COMMERCIAL KILN DRYING

Modern Kilns

We do a large amount of this work and are in a position to quote prices that will be satisfactory.

Wire or write us, or better still, send along your shipments of lumber for kiln drying and they will be taken care of.

WILLIAM HORNER

REED CITY, MICHIGAN

"FINEST"

Maple and Beech **FLOORING**

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARN'S" QUALITY LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARN'S**
SALT & LUMBER CO.
LUDINGTON, MICH.

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For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

10,000,000 Ft. Capacity.

"The Big Red Shed"

WILL HANDLE ANY ORDER



Air
Dried

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Dried

HARDWOODS

W. O. KING & COMPANY

2452 LOOMIS STREET, CHICAGO

"WE ARE GETTING RESULTS" WRITES ONE ADVERTISER

This Means That He Is Getting

NEW BUSINESS

Through His Ad

If we can do it for him is there any logical reason why we can't for you?

MAKE US PROVE IT

HARDWOOD RECORD, CHICAGO

SAVE YOUR MONEY BY USING THE

RED BOOK

Published semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association

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1878

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are frequent except where our

Two Piece Geometrical Barter Coin is in use, then imitation isn't possible. Sample if you ask for it.

S. D. CHILDS & CO.

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We also make Time Checks, Stencils and Log Hammers



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for coming good times will make you
SEND US YOUR INQUIRIES FOR

Our Specialties Oak, Gum, Cypress

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WHOLESALE LUMBER
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Manufacturers

Oak, Ash, Cottonwood, Elm, Gum

CHICAGO, ILLINOIS

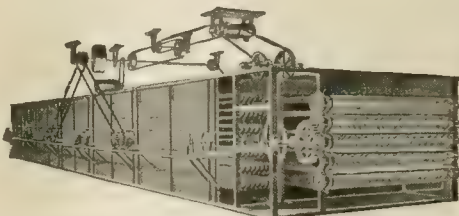
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No checks or splits. Enormous output. Low labor cost.

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Philadelphia



Salt Lick Lumber Co.

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MANUFACTURERS OF

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WHITE AND RED

Oak Flooring

Complete stock of 3/8" and 13/16" in all standard widths

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

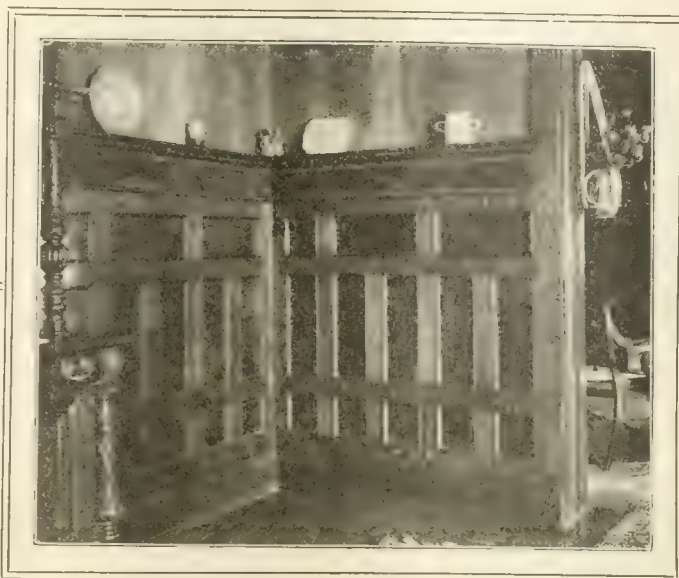
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

Oak in its TWENTIETH CENTURY APPLICATION is backed by the leading oak manufacturers of the country who are standing behind you also in their campaign to tell the public at large what the real possibilities of this wonderful wood are. Do you know how directly the increased and more diversified use of oak would affect your business? You should post yourself now because the real results are just beginning to show.

WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 46.)
Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page 11 & 42.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 13.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 5.)

INDIANA

Hoffman Brothers Company, Fort Wayne. (See page 14.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Branaby, Greencastle. (See page 44.)
J. V. Stimson, Huntingburg. (See page 56.)
Wood-Mosiac Company, New Albany. (See page —.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 47.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 40.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page —.)
Holly Ridge Lumber Company, Louisville.
Salt Lick Lumber Company, Salt Lick. (See page 5.)

LOUISIANA

The Ferd. Brenner Lumber Company, Alexandria.
Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
b, c—Sabine River Lumber & Logging Company, Inc., Oakdale.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI

b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See pages 11 & 42.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardia.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hwd. Dept., Kansas City, Mo. (See page 46.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galloway-Pease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston. Sales Office, Chicago.
c—Arkla Lumber & Manufacturing Company, St. Louis.
J. A. Helmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Heladay Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 47.)
a, b—Duhlmeier Brothers & Co.
a, b—Mowbray & Robinson Company. (See page 44.)
a, c—Probst Lumber Company. (See page 49.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 8.)

MEMPHIS

Anderson-Tully Company. (See page 2-11.)
J. H. Bonner & Sons. (See page 10.)
Goodlander-Robertson Lumber Company. (See page 10.)
Memphis Band Mill Company. (See page 11.)
Russe & Burgess, Inc. (See page 10.)
c—J. V. Stimson Hardwood Company. (See page 12.)
J. W. Wheeler & Co. (See page 12.)

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

H. G. Bohlssen Mfg. Co., New Caney.

VIRGINIA

c—U. S. Spruce Lumber Company, Marion.

WEST VIRGINIA

l, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Timber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.
a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.

IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

WALNUT

POPLAR

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO.....Knoxville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY.....Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY...Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Lumber for Planing Mill Products

IT means something to the lumbermen of the Memphis district that the people of the United States consume more than 13,000,000,000 feet of lumber a year in the form of planing mill products, chiefly flooring, ceiling, siding, and interior and exterior finish.

A large part of this comes out of the region tributary to Memphis. The leading southern hardwoods supplying this industry are oak and gum, but there are several other important woods, one of which is ash, cottonwood is another, tupelo a third. The states which look to Memphis for stock to supply their planing mills, constitute the cream of the American hardwood market. Among them are Illinois, Indiana, Ohio, Kentucky, Missouri, and Iowa; but these are only the center of the consuming area, and its circumference includes the whole United States and overlaps on foreign lands.

Memphis does not owe its importance as a hardwood center to any artificial circumstances. One-half of the commercial oak timber in the United States is growing in the seven states surrounding that city, and more than two-thirds of the gum, and a large percentage of several other important hardwoods. The figures which show these resources somewhat in detail are interesting. They are based on estimates published by the Bureau of Corporations. Data on the two leading hardwoods will suffice, the figures representing feet, board measure, of timber still on the stump:

State	Oak	Gum
ARKANSAS	26,765,000,000	11,615,000,000
TENNESSEE	25,500,000,000	3,973,000,000
KENTUCKY	22,500,000,000	
LOUISIANA	10,920,000,000	9,100,000,000
MISSISSIPPI	10,023,000,000	7,750,000,000
ALABAMA	8,145,000,000	2,172,000,000
MISSOURI	3,818,000,000	2,212,000,000
	107,671,000,000	36,822,000,000

The significance of these figures, so far as Memphis is concerned, appears when it is remembered that the total stand of all oaks in the United States is only 200,000,000,000 feet, and of all gum only 53,000,000,000 feet. The ancient peoples went to Egypt for corn in times of scarcity, and modern people will look toward Memphis for supplies of oak and gum. The land of plenty attracts business.

MEMPHIS

Send Us Your Inquiries for These Items

GUM
2 cars Fas. Qtd. Red. 2", 2 mos. dry.
1 car Fas. Qtd. Red. 2", 6 mos. dry.
2 cars No. 1 C. Qtd. Red. 8/4, 2 mos. dry.
1 car No. 1 C. Qtd. Red. 5/4, 6 mos. dry.
5 cars Fas. Qtd. Sap. 8/4, 3 mos. dry.
3 cars Fas. Qtd. Sap. 5/4, 3 mos. dry.
3 cars Fas. Pl. Red. 1", 3 mos. dry.
2 cars No. 1 C. Pl. Red. 1", 3 mos. dry.
2 cars No. 2 C. Sap. 1", 3 mos. dry.
PLAIN RED OAK
1 car Fas. 4/4, 8 mos. dry.

2 cars No. 1 C. 4/4, 8 mos. dry.
1 car No. 2 C. 4/4, 8 mos. dry.
2 cars No. 1 C. 8/4, 6 mos. dry.
1 car No. 2 C. 8/4, 6 mos. dry.
QUARTERED WHITE OAK
2 cars Fas. 4/4, 8 mos. dry.
1 car No. 1 C. 8/4, 12 mos. dry.
POPLAR
2 cars No. 1 C. 4/4, 3 mos. dry.
2 cars No. 2 C. 4/4, 3 mos. dry.
MISCELLANEOUS
Elm—1 car Log Run, 12/4, 1 mo. dry.
Magnolia—Log Run, 4/4.
Oak Bridge Plank—12/4, green.

Goodlander-Robertson Lumber Co.

We have the following stock ready for Immediate shipment:

ELM
50,000 ft. No. 2 Com. & Bet. 12/4"
QUARTERED WHITE OAK
70,000 ft. Clear Strips 4/4"
50,000 ft. No. 1 Common 4/4" Strips
50,000 ft. No. 1 Common 3/4"
35,000 ft. No. 2 Common 4/4"
PLAIN WHITE OAK
20,000 ft. 1s & 2s 5/8"
10,000 ft. 1s & 2s 4/4"
15,000 ft. No. 1 Common 1 1/2"
100,000 ft. No. 1 Common 4/4"
PLAIN RED OAK
100,000 ft. 1s & 2s 5/8"
100,000 ft. 1s & 2s 4/4"
50,000 ft. No. 1 Common 5/8"
100,000 ft. No. 1 Common 4/4"
50,000 ft. No. 3 Common 4/4"
FIGURED QTD. RED GUM
50,000 ft. 1s & 2s 4/4"
50,000 ft. No. 1 Common 4/4"
PLAIN RED GUM
50,000 ft. 1s & 2s 4/4"
200,000 ft. No. 1 Common 4/4"
SAP GUM
50,000 ft. 1s & 2s 5/8"
20,000 ft. 1s & 2s 5/4" 15" & up
10,000 ft. No. 1 Common 8/4"
13,000 ft. No. 2 Common 5/4"
20,000 ft. No. 2 Common 6/4"
POPLAR
24,000 ft. 1s & 2s 5/8"
TUPELA
12,000 ft. 1s & 2s 4/4"
10,000 ft. Boxboards 4/4"
CYPRESS
18,000 ft. Mixed 1 1/2" to 6 1/2"

Russe & Burgess, Inc.

The following stock is for immediate shipment:

GUM
2 cars Fas. 4/4 Qtd. Red. 6 mos. dry.
3 cars Fas. 4/4 Qtd. Red. 8 mos. dry.
3 cars No. 1 Com. 8/4 Qtd. 8 mos. dry.
2 cars Fas. 4/4, 6 to 12" wide, Sap. 5 mos. dry.
4 cars Fas. 4/4, 13" & up, Sap. 6 mos. dry.
2 cars Fas. 5/4, Sap. 5 mos. dry.
2 cars No. 1 C. 5/4 Sap. 5 mos. dry.
4 cars Fas. 6/4, Sap. 9 mos. dry.
3 cars No. 1 C. 6/4, Sap. 9 mos. dry.
2 cars Fas. 1/4 Pl. Red. 8 mos. dry.
1 car No. 2 C. 4/4 Pl. Red. 4 mos. dry.
OAK
1 car No. 2 C. 5/4 Pl. Red. 4 mos. dry.
1 car No. 2 C. 6/4 Pl. Red. 4 mos. dry.
2 cars No. 2 C. 8/4 Pl. Red. 4 mos. dry.
2 cars Com. & Btr. 3/4 Pl. Red. 6 mos. dry.
2 cars Fas. 4/4 Pl. Red. 6 mos. dry.
3 cars No. 1 C. 4/4 Qtd. White. 6 mos. dry.
2 cars Fas. 4/4 Pl. White. 6 mos. dry.
Sound Square Edged Oak Timbers & Mixed Oak Car Stock.

BELLGRADE LUMBER CO.

J. H. BONNER & SONS

E. SONDHEIMER CO.

BROWN & HACKNEY, Inc.

AUGUST STOCK LIST

OAK
12M ft. 5/8" 1s & 2s Qtd. White
11M ft. 4/4" 1s & 2s Qtd. White
12M ft. 4/4" Sel. Com. 6" & up Qtd. White
12M ft. 5/8" No. 1 C. Qtd. White
14M ft. 4/4" No. 2 C. Qtd. White
9M ft. 6/4" No. 2 C. Qtd. White
65M ft. 2" & wider No. 1 C. Stps Qtd. White
22M ft. 2" & wider No. 2 C. Stps Qtd. White
12M ft. 4/4" 1s & 2s Pl. White
130M ft. 4/4" No. 1 C. Pl. White
6M ft. 5/4" No. 2 C. Pl. White
8M ft. 5/4" No. 1 C. Pl. Red.
5M ft. 5/4" No. 2 C. Pl. Red.
GUM
210M ft. 8/4" 1s & 2s (sap. no defect) Qtd. Red.
230M ft. 8/4" No. 1 C. (sap. no defect) Qtd. Red.
COTTONWOOD
55M ft. 4/4" 1s & 2s.
25M ft. 4/4" No. 1 C.
12M ft. 4/4" No. 2 C.
30M ft. 5/4" & 6/4" Backing Boards.
Little Rock Rates
Cairo, flat 15c, through 15c. St. Louis, flat 18c, through 16c. Chicago, 20c. Louisville, 21c. Cincinnati, 22c. Kansas City, 19c.
Mounds Rates
Cairo, 10c. Chicago, 19 1/2c. St. Louis, 13c. Louisville, 16c. Cincinnati, 28c. Kansas City, 19c.

We have the following to offer, dry:

PLAIN RED OAK
No. 1 Com., 4, 5, 6 & 8/4".
No. 2 Com., 4, 5, 6 & 8/4".
Step Plank, 5/4".
QUARTERED RED OAK
No. 1 & 2 Com., 4/4".
PLAIN WHITE OAK
1st & 2nd, 3/4, 4/4, 5/4 & 6/4".
No. 1 Com., 5/4".
No. 2 Com., 6/4".
QUARTERED WHITE OAK
1st & 2nd, 4/4".
No. 1 Com. & Btr., 5 & 6/4".
SAP GUM
Panel, 4/4", Kraetzer cured.
1st & 2nd, 4 & 5/4", Kraetzer cured.
No. 1 Com., 6/4", Kraetzer cured.
No. 2 & 3 Com., 1, 5, 6 & 8/4", Kraetzer cured.
PLAIN RED GUM
1st & 2nd, 1, 5 & 8 1/2", Kraetzer cured.
No. 1 Com., 4, 5, 6 & 8/4", Kraetzer cured.
No. 2 Com., 6/4", Kraetzer cured.
QUARTERED RED GUM
No. 1 Com., 4, 5, 6 & 8/4", Kraetzer cured.
FIGURED QUARTERED RED GUM
No. 1 Com. & Btr., 4, 5, 6, 8 & 10/4".
MIXED OAK
No. 3 Com., 4, 5, 6/4".
ELM
L. R., 12/4".
No. 1 & 2 Com., 6 1/2".
CYPRESS
Step & Btr., 1 1/4".

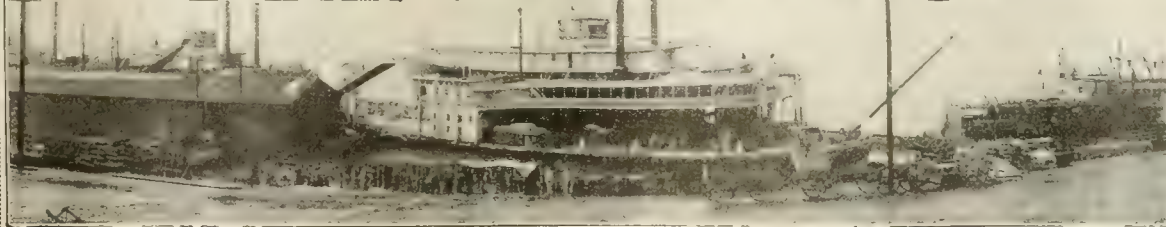
GEO. C. BROWN & CO.

We Have the Following Stock to Offer:

SAP GUM
100,000' 5/4" No. 1 Com.
50,000' 5/4" No. 2 Com.
RED OAK
75,000' 4/4" No. 1 Com. Pl.
50,000' 4/4" No. 2 Com. Pl.
WHITE OAK
100,000' 4/4" No. 1 Com. Pl.
75,000' 4/4" No. 2 Com. Pl.
SYCAMORE
50,000' 5/4" No. 3 Com.

Coulson Lumber Company

MEMPHIS



Ferguson & Palmer Co.

Manufacturers of
Hardwood Lumber

Recent Opinion From One of Our New Customers:

We are going to bear your company in mind because our inspector advises that out of the million feet which the writer bought when in your community last month, of all the stock that has come through so far, yours has shown up the best.

Memphis Band Mill Co.

We have the following stock for immediate delivery:

WHITE ASH	2 cars 4 1/2" & up 1 & 2	2 cars 4 1/2" to 8 1/2" & 12" & up 1 & 2
2 cars 5 1/2" & up 1 & 2		
1 car 5 1/2" & up 1 & 2 all 8 & 10 ft.		
5 cars 8 1/2" & up 1 & 2		
1 car 16 1/2" & up 1 & 2		
2 cars 4 1/2" No. 1 Com. Ash Regular Widths & Lengths		

SOFT ELM	50,000 ft. No. 2 Com. & Better with 5 per cent 10 1/2"
SOFT MAPLE	5,000 ft. 8 1/2" No. 1 Common & Better
	8,000 ft. 12 1/4" No. 1 Common & Bet.
	5,000 ft. 16 1/2" No. 1 Common & Bet.

Riel-Kadel Lumber Co.

We Can Move To Your Order At Once

COTTONWOOD	PLAIN RED OAK
15,000 ft. 1 & 2, 4 1/4" Reg. widths & lgths., 3 mos. dry	200,000 ft. 1 & 2, 5 8"
50,000 ft. Common 4 1/4"	50,000 ft. No. 1 Com. 5 8"
50,000 ft. C. & B. 3 1/4"	30,000 ft. No. 1 Com. 4 1/4"
50,000 ft. C. & B. 6 1/4"	30,000 ft. 1 & 2, 6 1/2"
100,000 ft. C. & B. 8 1/4"	PLAIN WHITE OAK
50,000 ft. C. & B. 10 1/4"	20,000 ft. No. 1 Com. 4 1/4"
100,000 ft. C. & B. 12 1/4"	200,000 ft. C. & B. 8 1/4" & thicker
QUARTERED WHITE OAK	QUARTERED RED OAK
100,000 ft. C. & B. 5 8"	35,000 ft. C. & B. 3 1/2"
150,000 ft. No. 1 Com. 4 1/4"	90,000 ft. Common 4 1/4"
100,000 ft. No. 1 Com. 5 1/4"	30,000 ft. 1 & 2, 5 1/2"
75,000 ft. 1 & 2, 8 1/2"	70,000 ft. Common 5 1/4"
100,000 ft. No. 2 Com. 8 1/2"	ELM
	75,000 ft. L. R. 10 1/4"
	200,000 ft. L. R. 12 1/4"

MAY BROS.

Oak Gum Cottonwood

Paepcke Leicht Lumber Co.

Head Offices: Conway Bldg.
Chicago

Elm Ash Maple

We have the following stock in regular widths and lengths:

SAP GUM

Fas 4 1/2, 13 to 17"
FIG RED GUM

Fas & No. 1 C. 4 1/4"

PLAIN RED OAK
Com. & Btr. 5 8 & 3/4; Fas 5/4, 6 1/4 & 8 1/4; No. 1 Com. 5 8, 5 1/4, 6 1/4 & 8 1/4; No. 2 C. 3 8 & 5 8; Coffin Bds., 5 8, 3 4 & 5 1/4, Sd. Wormy, 4 1/4".

PLAIN WHITE OAK

Fas, 5/4 & 8/4; No. 1 C., 5/4 & 8/4; No. 2 C., 5 1/4"

QUARTERED WHITE OAK

Fas, 3 4, 5 4 & 6 1/4; Com. & Btr., 1 2, Strips, 4 4; No. 1 C., 4 4, 5 4 & 6 1/4; No. 2 C., 4 1/4"

ANDERSON-TULLY CO.

HONDURAS MAHOGANY

16,000' 4x4" and 3 1/2x3 1/2" Cl. Sd., 21,000' 1 & 2s, 3/4", 24 mos. dry

13,500' Cl. Tabletops, 4 1/2", 3" & up, 24 mos. dry

50,000' Wormy 4 1/2", 24 mos. dry

QUARTERED WHITE OAK

60,000' No. 1 C. & Btr., 3/8", 8 mos.

16,000' 1 & 2s, 3/4", 12 mos.

14,000' Cl. Stps., 4 1/2x5 1/2", 10 mos.

11,000' 1 & 2s, 5/4"x10" & up, 6 mos.

23,000' 1 & 2s, 5/4"x6" & up, 5 mos.

PLAIN WHITE OAK

13,000' No. 1 C., 3/4", 12 mos.

39,000' No. 1 C., 5/4", 4 mos.

27,000' No. 1 C., 6 1/4", 3 mos.

62,000' 1 & 2s, 8/4", 5 mos.

43,000' No. 2 C., 8/4", 5 mos.

PLAIN RED OAK

59,000' No. 1 C., 3/4", 18 mos.

36,000' No. 2 C., 3 1/4", 18 mos.

37,000' 1 & 2s, 4 1/4", 6 mos.

83,000' 1 & 2s, 5/4", 4 mos.

32,000' No. 1 C., 5/4", 3 mos.

22,000' 1 & 2s, 8/4", 8 mos.

10,900' No. 2 C., 8 1/4", 10 mos.

POPLAR

15,000' Sa & Sel., 4 1/4", 4 mos.

75,000' No. 1 C., 4 1/4", 3 mos.

81,000' No. 1 C., 5/4", 4 mos.

12,000' No. 2 C., 5/4", 3 mos.

55,000' No. 2 C., 4 1/4", 3 mos.

ASH

58,000' 1 & 2s, 12" & up wide, 12 1/4"

11,000' 1 & 2s, 5/4", 8 mos.

GUM AND COTTONWOOD

BOXBOARDS

72,000' 9 to 12" and 13 to 17", 6 mos

James E. Stark & Co., Inc.

F.T. DOOLEY LUMBER CO.

**OAK and
CYPRESS**

MAIL US YOUR INQUIRIES

MEMPHIS



WHITE ASH

SPECIAL—1 Car 10/4" FAS Soft Ash.

NEW ORLEANS YARD

15000' 1x12" & up, 1s and 2s, 10/16 ft.
15000' 1x12" & up, 1s and 2s, 10/16 ft.
12000' 1x6" & up, 1s and 2s, 11/16 ft.
116000' 1x6" & up, 1s and 2s, 8/16 ft.
4500' 2" & up, 1s and 2s, (Soft)
29000' 2" & up, 1s and 2s, 10/16 ft.
4000' 2" & up, 1s and 2s, 15/16 ft.
13900' 2 1/2" & up, 1s and 2s, (Soft)
226000' 1x3" & up, No. 1 Common.
3700' 2 1/2" & up, No. 1 (Soft)
2" No. 2 Common.

MEMPHIS YARD

30000' 1x12" & up, 1s and 2s.
110000' 4x12" & up, 1s and 2s.
15000' 1x10" & up, 1s and 2s.
14000' 1 1/2x10" & up, 1s and 2s.
4000' 3x10" & up, 1s and 2s.
14500' 1 1/2x6-9", 1s and 2s.
11000' 2x6-9", 1s and 2s.
25000' 1x6" & up, 1s and 2s.
1500' 6x6" & up, 1s and 2s.
105000' 1 1/2x6", No. 1 Common.
2500' 1 1/2x6" & up, No. 1 Common.

DUDLEY LUMBER CO., Inc.

The Following Items Are Ready for Prompt Shipment

QUARTERED WHITE OAK
3 cars 1 1/2" 1 & 2
5 cars 1 1/2" No. 1 Common
1 car 1 1/2" No. 1 Common
1 car 4 1/2" No. 1 Common Strips
2 cars 4 1/2" Clear Strips
PLAIN WHITE OAK
3 cars 4 1/2" No. 1 Common
QUARTERED RED OAK
2 cars 4 1/2" No. 1 Common
3 cars 4 1/2" No. 1 Common Strips
PLAIN RED OAK
4 cars 4 1/2" No. 1 Common
QUARTERED RED GUM
2 cars 4 1/2" No. 1 Common
1 car 4 1/2" 1 & 2
FIGURED QTD. RED GUM
3 cars 4 1/2" 1 & 2
QTD. GUM SAP, NO DEFECT
2 cars 8 1/2" No. 1 Common & Better

SAP GUM
2 cars 1 1/2" 1 & 2
5 cars 1 1/2" No. 1 Common
2 cars 1 1/2" No. 2 Common
GUM BOX BOARDS
1 car 4 1/2" 9 to 12
SAP GUM
2 cars 5 1/2" 1 & 2
COTTONWOOD
1 car 4 1/2" 1 & 2
3 cars 4 1/2" No. 1 Common
2 cars 4 1/2" No. 2 Common
1 car 4 1/2" 1s & up Panel
ELM
2 cars 10 1/2" Log Run
1 car 12 1/2" Log Run
1 car 16 1/2" Log Run
3 cars 1 1/2" Log Run
QUARTERED SYCAMORE
1 car 4 1/2" Log Run

J. V. Stimson Hardwood Co.

Send in your order now for

20,000 ft. Qtd. W. Oak 1 & 2 1/2"
12,000 ft. Qtd. W. Oak No. 1 C 5/8"
11,000 ft. S. and W. Oak 1 & 1 1/2"
11,000 ft. Qtd. W. O. Strips Sap 2 1/2" & 3"
56,000 ft. Qtd. W. O. Strips Sap 2 1/2" & 3"
8,900 ft. Pl. W. Oak 1 & 2 1/2"
42,300 ft. Pl. W. Oak No. 1 C 1 1/2"
9,500 ft. Pl. W. Oak No. 1 C 5/8"
12,700 ft. Pl. Red Oak 1 & 2 1/2"
4,200 ft. Pl. Red Oak No. 1 C 5/8"
15,800 ft. Pl. Red Oak 1 & 2 3/4"
74,200 ft. Pl. Red Oak 1 & 2 1/2"
41,000 ft. Pl. Red Oak Step 11-15 5/4"
21,800 ft. Pl. Red Oak Sd. Wormy RO 4/4"
14,000 ft. Qtd. R. Oak 1 & 2 5/4" 10 & up
19,000 ft. Qtd. R. Gum 1 & 2 1/4"
67,200 ft. Qtd. R. Gum No. 1 C 4 1/4"
32,300 ft. Qtd. R. Gum No. 1 C 5 1/4"
16,300 ft. Qtd. R. Gum 1 & 2 1/4"
9,100 ft. Qtd. R. Gum No. 1 C 6 1/4"
176,500 ft. Qtd. R. Gum 1 & 2 1/4"
97,000 ft. Qtd. R. Gum No. 1 C 8 1/4"
62,000 ft. Qtd. R. Gum Com. & Bet.
8 1/2" Sap no defect
145,000 ft. Qtd. R. Gum Com. & Bet.
30" Sap no defect
32,500 ft. Qtd. Fig. R. Gum 1 & 2 1/4"
19,700 ft. Qtd. Fig. R. Gum No. 1 C 1 1/2"
7,500 ft. Pl. R. Gum 1 & 2 1/4"
23,000 ft. Pl. R. Gum No. 1 C 4/4"
22,500 ft. Pl. R. Gum 1 & 2 5/4"
37,500 ft. Pl. R. Gum No. 1 C 5 1/4"
11,000 ft. Pl. R. Gum 1 & 2 1/4"
15,000 ft. Pl. R. Gum No. 1 C 8/4"

The Mossman Lumber Co.

GAYOSO LUMBER CO.

Offer for Prompt Shipment

QUARTERED WHITE OAK
50,000 ft. 1s & 2s 4/4"
15,000 ft. 1s & 2s 5/4"
PLAIN WHITE OAK
50,000 ft. 1s & 2s 4/4"
75,000 ft. Common 4/4"
50,000 ft. Common 5/4"
15,000 ft. 1s & 2s 5/4"
10,000 ft. 1s & 2s 6/4"
Common 6/4"
25,000 ft. Common 8 1/2"
PLAIN RED OAK
150,000 ft. Common 5/4"
50,000 ft. 1s & 2s 5/4"
100,000 ft. 1s & 2s 4/4"
30,000 ft. 1s & 2s 6/4"
15,000 ft. Common 6/4"

140,000 ft. Common 8 1/2"
2,000 ft. 1s & 2s 8 1/4"
40,000 ft. Common & Better 10 1/4"
20,000 ft. Common & Better 12 1/4"
15,000 ft. Common & Better 16 1/4"
QUARTERED RED OAK
15,000 ft. 1s & 2s 4/4"
1,000 ft. Common 4 1/2"
15,000 ft. Common 8/4"
QUARTERED SAP GUM
500,000 ft. Common & Better 8/4"
QUARTERED RED GUM
200,000 ft. Common & Better 8/4"
PLAIN SAP GUM
200,000 ft. Common & Better 4 1/2"

The list below is ready for Prompt Shipment

QUARTERED RED GUM
15,000 ft. Plain White 1 & 2 1/4"
15,000 ft. Plain White No. 1 C 1 1/2"
QUARTERED RED GUM
15,000 ft. Plain White 1 & 2 1/4"
PLAIN RED GUM
15,000 ft. 1 & 2 1/4"
14,000 ft. No. 1 Com. 4/4"
SAP GUM
100,000 ft. No. 1 Com. 4/4"
100,000 ft. No. 2 Com. 5/4"
25,000 ft. Box Boards 4 1/2" x 9 1/2"
PLAIN BLACK GUM
50,000 ft. Log Run 4/4"
QUARTERED BLACK GUM
19,000 ft. Log Run 4 1/2"
ELM
50,000 ft. Log Run 12 1/2"

YELLOW CYPRESS
100,000 ft. Shop Better 8/4"
40,000 ft. Shop Better 6/4"
30,000 ft. Shop Better 5/4"
40,000 ft. No. 1 Com. 4/4"
70,000 ft. Pecky 4/4"
PLAIN RED OAK
25,000 ft. 1 & 2 4/4"
75,000 ft. No. 1 Com. 4/4"
9,000 ft. 1 & 2 5 1/4"
PLAIN WHITE OAK
36,000 ft. No. 1 Com. 4 1/2"
QUARTERED RED OAK
60,000 ft. No. 1 Com. 4/4"
7,000 ft. No. 1 Com. 5/4"
QUARTERED WHITE OAK
12,000 ft. 1 & 2 4/4"
50,000 ft. No. 1 Com. 4/4"
30,000 ft. Select 4/4"
10,000 ft. No. 2 Com. 4/4"

Stimson Veneer & Lbr. Co.

R. J. DARNELL, Inc.

We sell nothing but what we manufacture. All stock piled with 7, 8 and 9 stacking sticks to 12', 14' and 16' lengths. Offer following for immediate shipment:

QUARTERED WHITE OAK
4,000 ft. FAS, 4/4", 10" & up, 50%
11 1/2" x 16" dry
58,000 ft. FAS 1 1/2" reg. width,
50% 11 1/2" x 16" dry
250,000 ft. FAS 3 1/2" reg. width,
60% 11 1/2" x 16" dry
90,000 ft. No. 1 C, 1/4", reg. width,
50% 11 1/2" x 16" dry
52,000 ft. No. 1 C, 3/4", 6 7/8", 50%
14 1/2" dry
42,000 ft. No. 2 C, 3/8", reg. width,
48,000 ft. No. 2 C, 3/8", reg. width,
QUARTERED WHITE OAK STRIPS
21,000 ft. FAS, 4/4", 4" to 4 1/2"
75,000 ft. No. 1 C, 4/4", 3" to 3 1/2"

PLAIN WHITE OAK
155,000 ft. FAS, 3/4", 6-7-8"
46,000 ft. No. 1 C, 1 1/2", reg. width,
46,000 ft. No. 1 C, 5/8", reg. width,
56,000 ft. No. 2 C, 1 1/2", reg. width,
25,000 ft. No. 2 C, 5/8", reg. width,
PLAIN RED OAK
38,000 ft. FAS, 1 1/2", reg. width,
300,000 ft. No. 1 C, 3/4", 4" to 3 1/2",
50,000 ft. No. 2 C, 5/8", reg. width,
PLAIN RED GUM
41,000 ft. FAS, 1 1/2", 14" & up,
27,000 ft. FAS, 4/4", 13" & up,
44,000 ft. FAS, 1 1/2", reg. width,
62,000 ft. No. 1 C, 4/4", reg. width,
QUARTERED SAP GUM
51,000 ft. FAS, 8/4", reg. width.

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60% 11 1/2" x 16" dry
150,000 ft. FAS 8 1/2" to 12",
60% 11 1/2" x 16" dry
150,000 ft. No. 1 C, 6 1/4" reg. width,
60% 14/16, 6 mos. dry
200,000 ft. No. 1 C, 1 1/2" reg. width,
60% 14/16, 6 mos. dry
300,000 ft. No. 2 C, 4/4", reg. width,
60% 14 1/2" x 16" dry
PLAIN RED GUM
12,000 ft. FAS, 3 8/8", 6" & up,
6 mos. dry

22,000 ft. FAS, 1 1/2", 6" & up,
6 mos. dry
65,000 ft. FAS, 5/8", 6" & up,
8 mos. dry
QUARTERED RED GUM
45,000 ft. No. 1 C, 4/4" reg.,
width, 60% 14/16, 6 mos. dry
50,000 ft. No. 1 C & Btr., 8/4",
width, 60% 14/16, 8 mos. dry
QUARTERED RED OAK
15,000 ft. No. 1 C & Btr., 3/4",
reg. width, 60% 14/16, 6 mos. dry
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reg. width, 60% 14/16, 8 mos. dry

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32,000' 4/4", 2 to 3 1/2" wide, No. 1 C. Qtd Strips
21,000' 5/4", Com. & Btr., 2 mos. dry.
RED OAK
16,000' 4/4" FAS, 6 mos. dry. Qtd.
180,000' 4/4" No. 1 Com., 6 mos. dry.
172,000' 4/4" No. 2 Com., 6 mos. dry.
25,000' 3 1/2", Com. & Btr., 2 mos. dry.
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9,000' 5/4" Log Run, 2 mos. dry.
48,000' 12/4" Log Run, 2 mos. dry.

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68,000' 8/4", Com. & Btr., 4 mos. dry. Sap no def. Qtd.
72,000' 10/4", Com. & Btr., 4 mos. dry. Sap no def. Qtd.
44,000' 12/4", Com. & Btr., 4 mos. dry. Sap no def. Qtd.
17,000' 4/4" FAS, 8 mos. dry Qtd Fig.
16,000' 4/4", Com. & Btr., 8 mos. dry. Qtd.
SAP GUM
30,000' 4/4" FAS, 6 mos. dry.
7,000' 3/4" No. 1 Com., 10 mos. dry.
36,000' 4/4" No. 2, 6 mos. dry.
48,000' 4/4" No. 3, 6 mos. dry.

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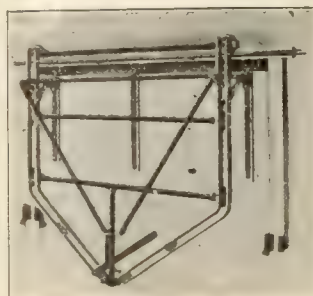
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Hardwood Record

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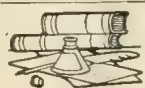
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Review and Outlook



General Market Conditions

TRADE DEVELOPMENT IN HARDWOODS these days more or less resembles certain strategic maneuvers among the European belligerents. Retirements in some directions leave the trade in even stronger position than they were before. The march of optimism among hardwood distributors continues the trend of prices, with a few exceptions where values are marking time, continuously on the ascent.

The sentiment of the trade seems to be that generally speaking the furniture business shows evidence of falling more or less in the footsteps of the building business. Perhaps, though, this is too radical in comparison to be borne out by the facts in the case. There is no doubt, though, that the furniture business is less active than it has been and that the requirements in this quarter will be less in the next few months than have been shown during the past year. There are so many kinds of furniture being manufactured, that is, so many varieties and so many grades at varying prices; and situations in different parts of the country varying so with changing local conditions, that to reflect the sentiment of the entire trade would be next to impossible. It is quite likely that the continued holding up and the bright prospects in quite a number of lines will hold the trade fairly close to a normal production. However, there will be a falling off in quantities to a degree, substantial enough in other lines, to make a distinct impression upon the demand for hardwood lumber.

There is still no good word to say as far as the building situation is concerned. The little flurry of expectation arising from changes in British import regulations was quickly knocked in the head by the independence of ocean freight lines, so the big opportunity will come from those things affected by the war game, except in so far as the surplus of capital which has come and continues to come to this country will be sufficiently well distributed to make it possible for the people as a whole to increase their purchase of normal commodities. But hardwood lumber is so versatile in the character of its growth and lends itself so readily to varying manufacturing policies that it will continue to gain new markets almost daily and the strength which has characterized it for so long will show no perceptible lessening, unless there should be circumstances now beyond the average vision.

Not Altruism, but Good Business

NO ONE CAN BE JUSTIFIABLY criticized for objecting to the suggestion that he deliberately sacrifice money in substantial amount, unless there comes from the source of the suggestion proof that the money loss will be more than made up by resulting gain.

There are a considerable number of lumber companies who have

unfinished orders on their books at prices below figures now prevailing. The natural inclination for the man in this position, when such orders are for carloads rather than for so many thousand feet, is to refrain from overloading the cars going out on these particular orders. There are a good many cars of lumber going out every day that are inadequately loaded for this very reason. The man who loads seventeen or eighteen thousand feet into a car when he could load twenty to twenty-two thousand possibly is, of course, saving an amount equal to the difference between his price and the prevailing market multiplied by the number of thousands of feet which he had left off of the car.

As in most cases these orders hang on because of the continued extreme difficulty in shipping, the man who needs the lumber cannot be blamed unqualifiedly for letting these light cars go out.

On the other hand, though, remember if you were about to ship a few cars that come in this category, that you cannot justify yourself in the face of extreme car shortage by the thought that the wasted capacity which you are responsible for will have no bearing on the general situation. Of course, if but one man should see the senselessness of loading even these cars to capacity and the rest continue the practice, there would be no benefit. However, if the entire practice could be eliminated, if those caught in this situation, whether by reason of inadequate shipping facilities or because they guessed wrong when they took the order, would all discontinue the practice, would all clean up these orders as speedily as possible and continue to do everything they could to utilize carrying capacity to the last possible point, then there would be an effect and a very real one and a very beneficial one. If you are on the wrong end of an order of this sort, why not load the car up as near carrying capacity as possible and let it go? It will help the shipping situation just that much.

Lumbermen Meet the Emergency

WITHOUT ANY DISPOSITION TO BRAG OR BOAST, it can be asserted that lumbermen of the United States are meeting the war emergency in a way that merits commendation. They are doing all that is required of them, and they are combining patriotism with business. No one hears much about war prices in the lumber industry; and the charge has not yet been heard that lumbermen are exacting excessive profits from what they sell to the Government.

Further than that, they are organized in a way to perform the best service in the quickest time. The lumber industry as a whole is made up of many component parts, and between these parts there has been the natural business rivalries during ordinary times. Hardwoods compete with softwoods, or one hardwood or one softwood with another; or one region is a competitor of another.

But none of these differences and natural rivalries has had the

slightest effect upon the one great purpose of supplying the country with what it needs to prosecute the war to a successful issue. The wood best suited to a particular use has been forthcoming without a hitch and without a discordant note from dealers in other kinds of wood. This is a record which speaks well for the organization, the business integrity, and the patriotism of the lumber business in this time of trouble.

It has been found to be about the only large industry so organized and equipped that it is capable of immediate expansion to meet the increased needs due to the war. There may be shortages in other lines, but none in the lumber supply, though the war should go on for years.

Replanting the Forests

THE FOREST SERVICE HAS PUBLISHED BULLETIN 475 which deals with "reforestation on National forests." It is a pamphlet of sixty-four pages, compiled by C. R. Tillotson, and it is a handbook for the forester rather than popular reading for the ordinary citizen; yet the pamphlet contains much information for the general public.

Calculations might be made from data contained in the bulletin, showing that the production of seeds by cone-bearing trees west of the Rocky Mountains greatly exceeds in bushels the production of wheat in the United States.

The methods employed by the Forest Service in collecting tree seeds are described in great detail. Gathering tree seeds is an important business in some regions. The old method of robbing the squirrel hoards is still in good standing in the Forest Service. The squirrels gather seeds for winter, and the forest rangers hunt the store places and rob them. The methods by which this is done are minutely described without any disapproval. Several years ago some of the societies for the prevention of cruelty to animals criticized the Forest Service for robbing the squirrels of their winter food; but evidently the criticism failed to make converts among the seed gatherers, who replied that the end justified the means, and that the squirrels ought to be glad of the opportunity to work in the great cause of forest conservation. The squirrels have not yet presented their side of the case.

In one forest in a single season 610 bushels of cones were taken from squirrel caches, and 1,137 bushels in another. One extra industrious forester took sixteen and one-half bushels of cones from squirrel stores in one day. Many a man can remember his boyhood excursions and the lickings he got for robbing birds nests. What would he have got had he garnered sixteen and a half bushels of spoils in one day?

Isn't It Worth While?

THERE ARE SO MANY REASONS why every shipper of lumber and every other commodity should help win the war on wasted cars that any reasons that might be advanced against the propaganda for full loading are negligible.

There is the usual appeal to patriotism in campaigns for full loading, but beyond that it is merely a question of common sense business policy. If the capacity of the carrying line can be increased by twenty-five per cent to fifty per cent through proper attention to capacity loading, it is very apparent that twenty-five per cent to fifty per cent more of all commodities can be moved without the delay incident to providing new equipment. This twenty-five per cent to fifty per cent increase is altogether likely to become the deciding factor in the question of life or death for more than one industry.

The inspiration to co-operate in the movement is heightened by the co-operative spirit which the roads, and particularly some of the southern lumber carrying roads, are showing. An illustrated item regarding proper and improper loading in a recent issue of *HARDWOOD RECORD* brought to a focus certain efforts by one of the southern roads, namely, the Rock Island lines, to push the propaganda to the limit. These cuts were reproduced in the *Employees Magazine* at the request of H. R. Fertig, car distributor for the Rock Island system. In acknowledging the cuts and sending on a copy of the magazine, Mr. Fertig sends the following letter:

"Permit me to express my appreciation of your kindness in sending the cuts of the heavily loaded and the light car of lumber, which we have received, and will use in connection with the article to appear in our *Employees Magazine*.

"We will be very glad to give the *HARDWOOD RECORD* credit for the insertion, and in this connection we are wondering if there is any objection to our making further use of the cuts in connection with our plans of conservation of equipment, such as we did in getting out the attached letterhead to be used in handling light loading.

"We wish to express to you our appreciation of the fine spirit among the hardwood shippers, with which our efforts to "win the war on wasted cars" has been met. We have never received such hearty co-operation from any producers which excels the interest taken by the shippers whom you represent, considerable of which is no doubt due to our good friend Mr. Townshend, who is doing more, probably, than any other representative of any traffic association to bring about closer relations between the producers and the carriers.

"If at any time we can reciprocate for the favors shown us, kindly call the way we can serve you or your people to our attention."

H. R. FERTIG.

If there is anyone who doubts that the movement to lessen the waste in freight carrying capacity is worth while, let him read carefully the last paragraph of Mr. Fertig's letter. Let him then sit down for a few moments of quiet reflection and follow that by getting decidedly busy.

Three Strong Points

MANY A VISIONARY SCHEME HAS BEEN PROPOSED for saving waste and turning it to account in winning the war; and there have been many sensible plans also. Three strong points stand out prominently from the multitude of good suggestions. One is, build more silos; the second is, increase the canning facilities; the third is, make greater use of evaporators as a means of saving the fruit.

The silo saves the forage crop and makes it last longer, go farther, and accomplish more. A given number of acres will feed more live stock, put more fat on their bones, put more milk on the dining tables, and more money into the pockets of the farmers.

The cannery performs a similar service for the fruit and vegetable crop. A few days suffices to spoil many fruits and vegetables after they reach maturity, unless artificial methods are employed to save them. The cannery provides the means for accomplishing this.

What is true of the cannery, holds true of the evaporator or dryer also. Many fruits and vegetables cannot be canned economically, for one reason or another, but it is often practicable to dry them and in that way preserve and prepare them for market.

These three methods of preserving the products of the land have long been in use, and the only reason why special attention need be directed to them now is that a great emergency has arisen which was not present in the past. The country faces two great problems—larger production and more careful saving. It is responding to the call for larger production more energetically than it is meeting the demand for more careful and systematic saving.

The best silos are built of wood, and wood is abundant. There is enough to provide every farm in the land with one or more silos. The efficiency of many a farm might be doubled if silos were provided and used with intelligence; and the change can be made quickly.

At present there are some obstacles in the way of greatly enlarging the canning business. Tin is scarce and cannot be immediately increased, because it is mined, chiefly, on the other side of the world, and ships for transportation are lacking. In many instances glass jars might take the place of tin cans; but glass is high in price.

The evaporator might take the place of the cannery in many instances. Evaporators can be built of wood, without tin or glass; and the evaporated fruit goes to market in wooden boxes and wooden barrels and drums. Once again it is the forest that meets the emergency, for all the shipping containers that can possibly be needed may be supplied cheaply and quickly by the sawmills and box factories.



Hardwoods for the War



H. C. Hallam.

The hardwood lumber industry of America is "doing its bit" for Uncle Sam and for the cause of world democracy in a manner befitting the size of the industry and the importance of the task it is called upon to perform in this crisis in the affairs of all the nations.

Representatives of the industry are in touch with and said to be co-operating loyally with the Committee on Lumber of the Advisory Commission, Council of National Defense, and other branches of that war machine, with the United States shipping board and the Emergency Fleet Corporation, with the war and navy departments, the Forest Service, and other executive departments of the government which are concerned in preparing the nation for a death grapple with Germany.

Members of the industry are furnishing millions of feet of hardwoods to the government directly, and to contractors who have government jobs on hand, and still more millions of hardwoods are to be supplied to Uncle Sam directly or indirectly at reasonable prices for the countless purposes to which the hardwoods of America lend themselves.

Among these may be mentioned the construction of merchant ships, warships, and boats, buildings of many kinds, wagons, motor trucks and automobiles, artillery, rifles and gunstocks, saddles, tents and camps, railroad ties, tracks and cars, airplanes, bridges, trenches and tunnels, boxes, crates and cooperage, cots, furniture, interior trim, shipyards, tools and handles, chemical distillation, and various other purposes.

W. M. Ritter, the well-known hardwood lumberman, is a member of the executive committee of the committee on lumber under the Council of National Defense, and he with other hardwood lumbermen have been in touch with the situation. Not long ago a committee representing the Hardwood Manufacturers' Association was in Washington conferring with government people about the public requirements of hardwoods. This committee included B. B. Burns, president of the association; F. W. Mowbray, of Cincinnati; W. E. DeLaney, Lexington, Ky.; R. H. Vansant, W. M. Stark of Memphis; Leon Isaacsen, Coal Grove, O.; and Mr. Hutchinson, of Huntington, W. Va.

More recently there have been conferences held at Washington between government officials, F. R. Gadd of Cincinnati, representing the Southern Hardwood Emergency Bureau which was organized to facilitate the supplying of hardwoods for government purposes. Mr. Gadd secured orders for the prompt delivery of hardwood parts for a number of ships. Through his emergency bureau a number of hardwood mills have been directed to furnish materials

for so-called schedules of hardwoods for ships to contractors and shipbuilders who are constructing the vessels as follows:

	No. of Schedules
Union Bridge and Construction Company, Morgan City, La....	2
Foundation Company, New York City; Yard, Newark, N. J....	10
Gildersleeve Ship Construction Company, Gildersleeve, Conn..	2
Groton Iron Works, New York City; Yard, Novak, Conn.....	12
Traylor Shipbuilding Corporation, Comwells, Pa.....	10
Jahneke Shipbuilding Corporation, New Orleans; Yard, Madisonville, La.	6

The price agreed upon is on the basis of \$100 per 1,000 feet. Inspection is to be made at the mills under the association standard grades of the Hardwood Manufacturers' Association of the United States.

This is only a small beginning to a big business in ship stock alone that the hardwood people are doing with the government and with government contractors, and which will be one of the chief items of the materials which the hardwood interests of the country will supply from their resources to aid in winning the war.

From 15,000 to 20,000 feet of hardwoods are required for each wooden ship, it is estimated, and General Goethals, general manager of the United States Shipping Board's Emergency Fleet Corporation, has announced that he has awarded or is negotiating contracts for the construction of 450 wooden ships. The total requirements of hardwoods for this purpose alone therefore will be from 6,750,000 to 9,000,000 feet. This makes no allowance for additional wooden ships which will no doubt be built by the government or for it in an effort to meet the menace of the submarine blockade with its destruction of shipping.

Students of the situation believe that hundreds of wooden ships in addition to the above will be required. Eventually, it is believed, many will doubtless be of a quick construction type more or less similar to the design submitted by Mr. Hough, a Pacific coast genius whose ideas have not yet received the official sanction of the government authorities, especially Gen. Goethals, although the shipping board is strong for the Hough type ships or any other type that can be built rapidly. Pending approval of the Hough design by the government, it is perhaps useless to speculate on the possible demands for hardwoods for the production of vessels of that type.

For the present it is enough to consider the details of the materials which the hardwood people are called upon to furnish for use in the construction of wooden vessels for the government's merchant fleets, and which will aid in bringing America to the

Item	Part	Net size, inches	Gross size, inches	Linear feet	Length, feet	Number of pieces	Gross footage, ft. B. M.	Finish	Species and grade
145	Rudder stock	20x20	20 x20	...	30	1	1,000	Rgh.	White oak, all heart, highest structural grade
146	Rudder post	16x18	16 1/4 x18 1/4	...	32	1	989	S4S	White oak, selected structural
147	Stern post	14x24	14 1/4 x24 1/4	...	30	4	4,510	S4S	Do
148	Shaft log	14x14	14 1/4 x14 1/4	...	12	4	1,219	S4S	Do
149	Horn timbers	12x16	12 1/4 x16 1/4	...	20	2	663	S4S	Do
150	Forecastle and poop deck chock rails..	6x 8	6 1/4 x 8 1/4	180	12 & up	..	773	S4S	Do
151	Keel shoe	3x16	3 1/4 x16 1/4	...	20	14	1,232	S4S	Do
158	Knees, bridge house hanging.....	*4	.....	...	..	20	....	S2S	Live or white oak, tamarack, spruce, cypress, or white cedar. (See special specifications)
153	Knees, deadwood	*16	.....	...	3x6	2	....	S2S	Live or white oak, tamarack, spruce, cypress, or white cedar
154	Do	*12	.....	...	8 & up	4	....	S2S	Do
155	Knees, hull lodging.....	*9	.....	...	..	58	....	S2S	Do
156	Knees, hull stanchions.....	*8	.....	...	..	80	....	S2S	Do
157	Knees, bridge poop, and forecastle hanging	*6	.....	...	..	40	....	S2S	Do
35	Flitch timber frames.....	12x24 & up	12 1/4 x24	...	5 & up	300	45,938	S2S	Yellow pine, dense merchantable; Douglas fir, cypress, or crooked white or live oak

Note: Above items, 145 to 151 inclusive, will be furnished if satisfactory by the mills shown and sawed.

second if not the first rank among the mercantile powers of the world.

Quantities of white oak, or live oak and black locust are being furnished for the construction of ships, the principal material of which will be yellow pine along the Atlantic and Gulf coasts. For use in the construction of the hundred wooden ships already authorized by the government to be built on the Pacific coast, not to mention those to be authorized, the hardwood industry of the country must supply instead of oak, selected structural gum or ironbark a species of eucalyptus for such parts as stern-posts, rudder posts, rudder stocks and keel shoes.

As agreed upon between Naval Architect Ferris of the Emergency Fleet Corporation and a committee representing the Hardwood Manufacturers' Association, the following hardwood timber and lumber may be required for each wooden ship to be built on the Atlantic and Gulf coasts.

The specifications for so-called yellow pine ships, having certain oak timbers, provide, in part, as follows:

5. Oak items, unless otherwise specified, shall be selected stock from the grade of construction oak timbers. The specifications governing oak grades are given in association standard grades issued by the Hardwood Manufacturers' Association of the United States, October 1, 1915.

6. Knees shall be free from rot, heart or ring shake, large or loose knots, and other defects which would impair their strength for the purpose intended. They should conform with the following dimensions:

Thickness In.	Length of Body Feet	Length of arm Feet
16.....	6 and up	3 and up
12.....	8 and up	8 and up
9.....	5 and up	3½ and up
8.....	4½ and up	3 and up
6.....	4 and up	2½ and up
4.....	3½ and up	2 and up

That brings us down to the treenails, pronounced "trenails" or "trunnels," which are practically long heavy wooden spikes or dowels to be driven in to hold various parts of the wooden ships

pieces. Can be made from 1½ by 1½ by 36 inches rough dimension stock, each piece containing 0.562 board foot."

It is understood that a number of deck plugs used in the construction of wooden ships are of hardwoods. The specifications for wooden ships being constructed under government orders on the Pacific coast, principally of Douglas fir, contain the following relative to hardwoods:

4. Hardwood items shall be of selected stock, high grade structural timbers.

5. Treenails shall be of clear all-heart wood, straight grained, and thoroughly air dried.

One set of specifications for wooden ships for the government shows that in the Atlantic and Gulf-built vessels, the total gross footage, excluding knees and treenails, of hardwoods required is 10,386, while certain specifications for wooden ships building on the Pacific coast call for 8,501 gross feet of hardwoods, excluding treenails.

Gen. Goethals for the Emergency Fleet Corporation has already contracted with the Southern Pine Emergency Bureau for the pine components of 100 ships and is negotiating for such parts for fifty more ships. A similar deal is being put through with the hardwood people, it is understood. The general has ordered from the Douglas Fir Emergency Bureau fir lumber and timber for 100 wooden ships, with more to follow, and the hardwood interests are also coming across with their part of the ship material for use on the West coast.

It is said that there is to be little hardwood trim in the government's wooden ships. However, a certain amount of hardwoods will be required for the ribs and frames of ship's boats to be carried aboard the wooden fleets under the Stars and Stripes.

The specifications for the construction of cantonment buildings for the new National army permit the use of grades of hardwoods that are not too expensive for flooring and the lumber committee, Council of National Defense, has recommended "That for durability and service, No. 3 hardwood strips be used for surface flooring wherever obtainable; also that hardwood thresholds be used at

Item	Part	Net size Inches	Gross size, Inches	Linear feet	Length, feet	Number of pieces	Gross footage, ft. l. b. m.	Finish	Species and grade
156	Stern post	24x30	24 x30	...	40	2	4,800	Rgh.	Gum or ironbark, selected structural
157	Rudder post	20x20	20 x20	...	40	1	1,333	Rgh.	Do
158	Rudder stock	18x18	18½x18½	...	30	1	8,32	S4S	Do
159	Keel shoe	3x20	3½x20½	...	28	10	1,536	S4S	Do
166	Treenails	*1½	...	...	40 in.	16,000	...	...	White oak, black locust, or other approved hardwoods
167	Do	*1½	...	...	26 in.	4,000	...	...	Do

*Diameter.

together. In the past treenails have generally been of black locust, but that material is said to be so scarce that many of the treenails in the new government wooden ships will be of white oak. It is stated that treenails shall be of clear all-heart wood, straight grained, and thoroughly air-dried. It takes about 1 board foot of lumber to make a treenail. With regard to the treenails, the latest wooden ship specifications for Atlantic and Gulf shipbuilders provide as follows (from which it will be seen that, although this is not a very large item, it still presents interesting opportunities for hardwood lumbermen):

Treenails will be of the following finished sizes and quantities:

Size Inches	Quantity
1½ x 26	4,500
1½ x 32	12,500
1½ x 36	7,500

"Firms which do not have facilities for manufacturing finished treenails, but which wish to supply rough oak lumber from which treenails may be made by shipbuilding firms, may find the following suggestions helpful:

Memorandum Regarding Quantity of Oak Lumber Required for the Manufacture of Treenails

"Item No. 1, finished, size 1½ by 26 inches; quantity, 4,500. Can be manufactured from 1½ by 1½ by 26 inches rough dimension stock. Amount of lumber in each piece is 0.405 board foot.

"Item No. 2, finished, size 1½ by 32 inches; quantity, 12,500. Can be made from 1½ by 1½ by 32 inches rough dimension stock, each piece containing ½ board foot.

"Item No. 3, finished, size 1½ by 36 inches; quantity, 7,500

exterior doors." What quantity of hardwoods is being used for these purposes, if any, is information that is not available just now in the rush of the work of building the cantonments. Yellow pine and chestnut in hardwood regions may be used for dimension stuffs, etc.

Some but not much hardwood lumber, it is believed, is being used in the construction of other buildings for the war and navy departments and other branches of the government service for war purposes. These building operations include work that requires a billion feet of lumber, more or less, chiefly pine, fir and hemlock, for additions to army barracks, cantonment buildings, hospitals, barracks, storehouses, shops, wharves, docks, and other structures at naval training stations, navy yards or naval stations in various parts of the country, hangers and shops and other buildings at aviation schools and camps, Y. M. C. A. buildings at army camps, coastal airplane stations, warehouses at cantonments, at central supply depots, at ports of embarkation on the Atlantic coast, at American naval and military bases and camps in France, terminals and other buildings elsewhere and for other purposes.

Doubtless considerable quantities of hardwood lumber would be used in this great work were it not mostly of a temporary character. This fact and the necessity for quick action in cutting the lumber, to say nothing of the question of expense, has brought about the use of the softwoods principally for the government construction work referred to. If the war continues for any great length of

time, as it is not unlikely to, more hardwoods will doubtless be used in construction that is designed to be more durable and great quantities of hardwood will be called for by the government for its enlarged permanent military and naval and other requirements that will grow out of the war, probably, even though a reign of universal and perpetual peace be established eventually.

Hardwood for various and sundry naval purposes is required and it is one of the subjects of conferences between naval constructors and representatives of the Forest Service and certain lumber interests, but not much information is available about the matter. The war business of the navy is not public property, but it is understood that considerable lots of hardwoods are being obtained for the construction of submarine chasers, patrol boats, and ship's boats, etc.

Hundreds of "chasers" are being built at the navy yards and at numerous shipbuilding and boat building and repair establishments all up and down the coast, and on rivers in many sections. Many of these vessels are 110 feet long and it is understood that quantities of oak are going into their frames and ribs. One size of this material that is understood to be widely used is 3 by 3½ inches. Five hundred to a thousand or more of these "mosquito" craft will probably be built.

The patrol boats and destroyers are of various sizes and two or three hundred million dollars' worth of them are being built at many points. New ways and dry docks at various navy yards and naval stations call for important hardwood timbers, the details concerning which are not available. In the construction of warships, including battleships, battle cruisers, scouts, auxiliaries, and other vessels, hardwoods are required to some extent for interior finish and furniture, but the quantities and qualities and varieties are difficult for the layman to ascertain.

Possibly some idea of the materials entering into the construction of the sub-chasers and patrol boats may be obtained from the prices at which they have been contracted for, which range from \$35,000 to \$52,000 apiece.

In the past the navy has usually built its own small boats for use around navy yards and stations and to be carried on the large craft of the fleet. Boats like whaleboats, launches, barges, etc., are referred to. For reasons best known to itself the navy department recently awarded contracts for the construction of eighty small boats ranging from twenty-four to forty feet in length at prices ranging from \$3,000 to \$5,000 apiece. According to the bureau of supplies and accounts of the navy department, these little craft are made largely of hardwoods, but here again details are lacking. It is supposed that oak, mahogany and ash are largely used in the construction of the small boats.

In the purchase of hardwoods and other lumber for the navy, the bureau of supplies and accounts recently obtained the expert advice and assistance of Charles M. Morford of Nashville, a lumberman, who was appointed expert assistant in connection with the purchase of lumber for various naval purposes. Mr. Morford is advising as to when and where to buy various lumber and wood materials, kinds and grades, specifications, prices, market conditions, etc.

One of the most interesting opportunities presented to the hardwood lumbermen of America in this war is that of furnishing materials in large quantities for the construction of vast fleets of airplanes that are being planned to "blind" the Germans. Under a bill passed by the Senate July 23, it is proposed to expend \$640,000,000 for aviation and aeronautics, including, it is reported, the construction of from 20,000 to 35,000 airplanes, the establishment of aviation camps, schools and stations, and the training of an army of 100,000 men to do the flying and auxiliary work of the squadrons of American aerial cavalry that it is hoped will in six months or a year be blasting a way for the infantry and surface horsemen through the Teutonic lines.

The airplanes being planned by the United States military authorities, after conference with Entente aviation experts, include military training airplanes and military pursuit airplanes, observation

machines and battle planes. The framework of the wings of the military machines will be chiefly spruce, it is understood, and an important conference has been held at Washington among representatives of the spruce interests of the Pacific coast and of Carolina, and members of the lumber committee, the aircraft production board, general munitions board, Council of National Defense, and army and navy officers of the United States and of Great Britain, France and Italy, with a view to standardizing specifications for the spruce, and adjusting the demands of one nation with those of its allies so that all can obtain the maximum results from the wood resources of this country.

It is believed that a similar conference should be held between representatives of the hardwood industry products that are used largely in the construction of airplanes.

While the military authorities are not free with information about the requirements for airplane stock, it is learned that besides 1,000 feet of spruce and 250 feet of sugar pine, white pine or elm, an airplane requires about 200 feet of ash and 50 feet of birch for the frame. The so-called "longerons" extending to the rear and forming the tail, are generally based on ash, it is understood.

About a thousand pounds of wood, it is said, enter into an airplane, after allowing for wastage. Each machine has three propellers and each of them requires 100 feet of hardwoods, it is estimated. These may be mahogany, walnut, birch, oak, or elm, and built up in laminated fashion so as to attain the required strength and prevent checking and warping.

To build ten thousand airplanes, it is estimated, may require the equivalent of 20,000,000 feet of rough lumber. Forty to fifty million feet are estimated as wanted for the proposed new aerial fleets. Assuming that 800 feet of hardwoods enter into the construction of a single airplane, as would be indicated by the above estimate which is based on reliable authority, 25,000 airplanes that it is now proposed to construct, would call for no less than 20,000,000 feet of hardwoods alone. In addition to this there must be calculated the amounts to be required for army and navy aviation under appropriations passed at the last session of Congress or early in this Congress, aggregating \$15,000,000 to \$20,000,000, also what may be turned out under brand new estimate just submitted by the Secretary of the Navy for \$45,000,000 more for aviation.

George R. Sligh of Grand Rapids, Mich., is attached to the Aircraft Production Board, and is said to be in general charge of the matter of obtaining wood required for airplanes, but he is understood to be specializing in the hardwood end of the game, veneers, etc. E. T. Allen of Portland, Ore., member of the committee on lumber, is looking after the spruce end of the proposition.

The army requirements are not less than 10,000,000 feet of hardwood for gunstocks. By the end of this year it is believed that the armies of the United States will number nearly 2,000,000 men, but there was and is a certain number of rifles available for them which were on hand before the United States got into the war, perhaps a million rifles.

At least a million more will be needed to arm the increases of the army in the near future and it is estimated that ten feet of lumber are required from which to fashion a single gunstock. Not only that, but the rule in foreign belligerent countries is four or five rifles for each man, so that there will always be a considerable reserve stock. Also, it is reported that a rifle only lasts a month, more or less, in active trench warfare.

Walnut is deemed the ideal material for gunstocks. It shrinks less than other woods of similar character and is strong for its weight. It does not swell or warp and is readily worked. However, other hardwoods can be used for gunstocks and some of them have been and are being used, and it is believed that they will be used even more extensively for that purpose. Birch has been used for fashioning gunstocks in this country for foreign governments and it is said to be fairly satisfactory. It is about the same weight as walnut, but is not so stable; that is it shrinks, swells and warps more than walnut, qualities which are liable to interfere with the

accuracy of fire of a rifle and with its wear. Gum may be used in quantities for gunstocks before long.

The production of wooden guns for the purpose of drilling recruits, reserves, cadets, school boys, etc., is said to be developing into a large industry in the United States these war days. Birch, black gum and other hardwoods are used for this purpose, and it is said that the government itself is buying these wooden guns for drilling the "rookies." One company in the South is reported to have an order for 6,000,000 wooden guns from the government which are being made after the regular army rifle model. Another concern in New York is said to have orders booked for more than a million guns of hardwood.

Tent pins or pegs and poles represent another important lumber product of which Uncle Sam wants quantities. He is reported to have contracted with one concern for forty carloads of tent pins. The quartermaster general of the army has issued specifications for these articles according to the army standards.

The tent poles may be of Douglas fir, Washington spruce, California sugar pine or white pine, the timber well seasoned, straight grained and free from knots and imperfections. The poles are of different sizes and lengths, according to the kind of tent for which they are to be used, pyramidal, wall, hospital and storage tents. One type must be 12 feet 11 inches long and $2\frac{7}{8}$ inches thick; another 14 feet long, $3\frac{3}{4}$ inches wide, $2\frac{3}{4}$ inches thick; a third kind, hexagonal in shape, 12 feet 3 inches long, $2\frac{7}{8}$ inches thick; a fourth, 11 feet 4 inches long, $2\frac{3}{4}$ inches wide, $1\frac{7}{8}$ inches thick; a fifth variety, to be hexagonal in shape, 9 feet long, $1\frac{7}{8}$ inches thick; sixth, hexagonal pole, 4 feet 6 inches long, $1\frac{7}{8}$ inches thick.

The hospital tent ridge pole is 18 feet long, $3\frac{3}{4}$ inches wide and $2\frac{3}{4}$ inches thick, and other kinds of ten poles to be 4 feet 8 inches long, $1\frac{7}{8}$ inches thick; 20 feet 3 inches long, $3\frac{3}{4}$ inches wide and $2\frac{3}{4}$ inches thick; 14 feet long, $2\frac{7}{8}$ inches thick; 6 feet long, $1\frac{7}{8}$ inches thick, and so on.

At the war department nobody could be found to give an estimate on the government's requirements for tent poles, but that they will be enormous is indicated by the fact that the entire strength of the National Guard, some 300,000 men, more or less, is to be housed in tents in southern camps this summer and fall and winter until transportation can be obtained to carry them to France. Tents are also being used by other branches of the military service and will continue to be both at home and abroad to a greater or lesser extent, as well as temporarily by the navy men at overcrowded training stations, and by the marines. And the number of ten poles required for each tent varies from one to twelve, according to the size and kind of the tent. Assuming that there were half a million tents erected for military purposes of this government and that an average of six poles were used, the result would be 3,000,000 poles each, requiring many feet of lumber.

Continuing that assumption, the hardwood resources of the United States will be called upon to furnish many millions of tent pins, which should be of oak, hickory, beech, birch or hard maple, straight grained and free from knots and imperfections, and well seasoned. These tent pins are of two sizes, large measuring 24 inches in length, $1\frac{1}{2}$ inches wide and 1 inch thick; and small measuring 16 inches long, $1\frac{1}{2}$ inches wide and 1 inch thick. The tent pins are to be uniformly and evenly sawed with the grain of the wood, the top and point of the pins to be turned, and notches to be cut in them near the top end so that ropes can be tied to fasten down the tents.

Each tent requires from 40 to 130 tent pins, according to the type and size of the tent. The war department requires that the tent pins be packed in crates containing 250 large or 400 small tent pins. Averaging the numbers required for the various kinds of tents one gets a figure of 85, which multiplied by an estimate of half a million tents, yields a total of 42,500,000 tent pins needed at one time, each made out of at least a board foot of lumber, it is thought. And these tent pins must be frequently replaced, as they can not be reused indefinitely.

Another big hardwood item of little things on the list of government requirements is that of handles. Enormous quantities of

hickory, ash and oak handles are being taken and will continue to be needed by the army at home and abroad, the marines, raw recruits and by others engaged in military training more or less. For instance, General Pershing, commanding the American expeditionary forces in France, has sent over a call for hundreds of thousands of shovels, picks, spades and axes at once and for monthly quotas of many thousands. These tools all need one or two or more handles, so that the opportunity for the American producer of handle stock seems practically unlimited. It is understood that the tool handles required are of regular and special types.

Considerable quantities of furniture of poplar and other hard and soft woods are wanted by the government for use in equipping the National army cantonments, the National Guard tent cities and the new barrack buildings of the army, navy and marine corps. This furniture includes big orders of plain tables, chairs, camp stools, desks, cots, etc. An army cot alone takes about ten feet of lumber, it is understood, and one order for cots numbering half a million, which may be half of the cots needed by Uncle Sam in the near future, requires 5,000,000 feet of rock elm, beech or hard maple, chiefly $1\frac{1}{2}$ inches thick. Furniture for the navy's vessels should also be considered as offering opportunities for a big but uncertain lot of hardwood products.

Army transportation requires a great quantity of hardwood lumber, vehicle stock, for making 30,000 army escort wagons, besides big lots of hardwoods for the bodies of motor trucks and for the bodies and wheels of automobiles of the so-called pleasure type for use by army officers to carry them about their duties in camp, on the battlefield and on the march.

It is estimated that at least 25,000,000 feet of lumber, chiefly hardwoods and high grade yellow pine, is required for the production of the escort wagons alone. The hardwood requirements include high grade oak, ash and hickory vehicle stock, it is understood, although efforts to obtain a copy of the war department specifications were unsuccessful.

As to motor trucks, indications are that the war department will be one of the biggest purchasers of this product in the world for some time to come. Besides large fleets of motor trucks that were bought about a year ago, when the Mexican situation was critical, it is reported that the department now wants another 70,000 or 75,000 trucks. The magnitude of this prospect may be realized when it is stated by a good authority that the allied armies of France, Great Britain, Belgium, Russia and Portugal have not on the western battle front in Europe more than 35,000 or 40,000 motor trucks. America's quota of this typical American product would be double the size of the motor truck fleets of her allies in western Europe.

Only the other day the war department awarded contracts for 10,000 motor trucks of various makes. More will be ordered from time to time as required, but meanwhile the truck manufacturers have been in touch with the government and realize what is expected of them. They have already been asked to submit prices on 35,000 or 40,000 trucks of good size and wide radius of action, which number is officially calculated as all that is necessary for an army of 2,000,000 men.

The standard specifications for Classes A and B of motor trucks for the army show that hardwoods have the call on the market for the truck bodies. Following are some provisions of the specifications:

7. Material: The sides, head and tail board and floor are to be made of best quality yellow pine, poplar, cottonwood or gum. The side stakes, bolsters, sills, top bows and ridge poles are to be made of best quality white oak, ash, elm or hickory. All wood must be thoroughly seasoned and dressed on four sides.

8. The bows and ridge pole are to be 1" by $2\frac{1}{2}$ " in section, with all edges rounded to a radius of $\frac{1}{4}$ -inch. The bows shall be held to the ridge pole and sides of the body by means of best quality malleable iron staples, bolted to the body and bows by means of $\frac{1}{4}$ -inch bolts, with ends of bolts riveted over nuts.

9. All iron or steel used in the construction of bodies must be free from rust, corrosion or pitting, and must not be bent or warped. Where malleable castings are used they must be thorough-

ly annealed. The special body parts shown on the drawings, except hinges and hinge butts, may be made of best quality malleable iron or forged steel. The hinges and hinge butts must be made of forged steel. The ends of all bolts are to be sawed off practically flush with the outside of nuts, and the ends of bolts slightly riveted over nuts to prevent loosening, but not enough to prevent the removal of the nuts with a wrench.

10. Screws not permitted: All parts of the truck bodies must be connected by means of bolts and nuts. The use of wood screws or nails will not be permitted in any part of the body construction.

*The specifications and blue prints for bodies should be modified as follows: Cottonwood not to be used in any part of bodies; floors may be yellow pine, oak or ash. Sides and front end may be yellow pine, poplar or gum. Tail gates may be yellow pine, oak or ash.

The preparation of standard motor truck specifications followed conferences between army engineers and quartermasters and transportation experts and 15 chief engineers representing the truck manufacturers of the United States. The writer was unable to ascertain at the War Department or elsewhere the quantity of hardwood lumber required for 75,000 trucks, but it is big.

The number of passenger automobiles for army uses is very large, it is understood. The drain on the stand of hickory timber in the United States for materials for the wheels will consequently be great. Oak and some of the lighter hardwoods will be used extensively in the bodies of these cars. Where hickory can not be gotten readily, Forest Service experts believe that it will be necessary to use substitutes, including elm and maple, for various auto parts.

One well-known hardwood lumberman said some time ago that he knew of 200 cars of hardwood lumber being ordered from a single locality for government purposes. It was chiefly ash for gun carriage stock and other purposes. Uncle Sam's requirements of hardwoods for artillery are more or less problematical. One ordnance officer of the army gave an unofficial estimate of 90,000 artillery wheels of wood to be provided. That was before the recent report that \$2,000,000,000 additional appropriation will be asked of Congress in the near future to provide big field guns for the American armies, which will require hickory wheel stock, other hardwoods and metal for the gun carriages, caissons, etc.

But even the old artillery program calling for fewer guns offers chances for the American producers of hickory to help their government in very important ways. The particulars of the artillery program requirements are not public property, but there is no objection in stating that hickory of high-grade and in large quantities is wanted for the wheels of the gun carriages. Hickory and oak and possibly some other hardwoods will also be required for the so-called gun limbers, caissons and ammunition transport vehicles like caissons.

Not less than 200,000,000 feet of lumber for packing boxes, cases, crates and barrels and other cooperage is wanted by the army and navy during the year, it is understood. Much of the box material is of soft woods, but some of it is of hardwoods, the proportions being unobtainable at the Quartermaster General's office at Washington, because it was stated there that the various local quartermasters are constantly buying whatever they need for these containers.

Efforts are being made to work out uniform specifications for containers and container stock for the marine corps, the army and the navy. Not only are the direct requirements of the military forces along the line of containers very much greater than before the declaration of war, but hundreds of factories, mills and other industrial establishments all over the country are engaged in producing ammunition, weapons of various kinds, equipment and supplies, clothing, etc., all of which require great quantities of boxes, cases and other containers to ship them to the army depots.

The total peace time requirements of the United States for container material was 4,500,000,000 feet of lumber, including over 400,000,000 feet of red gum, 211,000,000 cottonwood, 165,000,000 yellow poplar, 96,000,000 maple, 90,000,000 birch, 90,000,000 bass-

wood, 78,000,000 beech, 75,000,000 tupelo, 63,000,000 elm, 56,000,000 oak, 36,000,000 chestnut, 16,000,000 sycamore, 10,000,000 ash, and proportionate quantities of other varieties. From these figures one might make a guess of the increased requirements of hardwood box material by the country and the government during the current year.

The cooperage stock will, of course, be hardwoods, as customary—oak, ash, elm, etc.,—but no estimates are at hand as to the quantity.

With the expansion of the United States cavalry, artillery, signal corps and wagon transport, and the vast increase in the number of officers, the demand for saddles to be ridden by mounted military men is becoming very great. In that connection the army supply branch not only has to wrestle with the problem of the scarcity of leather, but also with the hardwood situation. For the military saddles are based upon a wooden saddle tree of peculiar style for which high grade poplar, birch and other hardwoods are understood to be required in considerable quantities. The total amount of wood required for these saddle trees, it is believed, must be some hundreds of thousands of feet.

There is a large but indefinite demand for hardwoods for the distillation of alcohol and other chemicals for government purposes.

Railroads are now used extensively for army transportation purposes even to points near the battle fronts and the United States government is already on the market for hundreds of thousands of ties, bridge timbers, material for terminal construction, etc. So far most of this sought is yellow pine, but it is believed that the government's requirements will later afford a chance for the shipment of some of these products in hardwoods to France. This takes no account of Russia's demand for railroad material and equipment.

There is every reason to believe that this government will soon be shipping thousands of railroad cars across the ocean, if it is not already doing it. France is well known to be in straits for materials and equipment for her railroad system. It is not known whether the United States government will build or contract for large fleets of new railroad freight cars of various types, or whether it will ship across thousands of second-hand cars, in accordance with the suggestion of Newman Erb, the railroad man.

In either event, however, somebody will be on the market for plenty of cars soon, as there are not enough freight cars in the United States now, and the result will be a big demand for oak and other hardwood lumber suitable for car stock. The quantity depends upon the orders whether they be from the government or the railroads.

In legislative and administrative circles here it has been seriously suggested that this government should spend a hundred or two million dollars for freight cars so as to insure the government's war requirements, not to mention the people of the country, against possible disaster from car shortage. Mr. Erb has suggested that the government might advance the necessary money for the construction of the cars and let the railroads reimburse the federal treasury for the expenditure in installments spread over a period of years. It has been rumored, but not confirmed, that the Council of National Defense has been busy on negotiations for the construction of 100,000 freight cars for war and commercial purposes. If any of these propositions should be worked out—and it is not unlikely that one of them will—hardwood car stock would be quite popular.

There is no doubt that the government will require for its army great quantities of timber and lumber for roads and bridges, trench linings, dugouts, tunnels, military mines, etc., to say nothing of the expansion of manufacturing plants, shipping port terminals, coal and metal mining operations, etc., to take care of the government needs, which expansion will call for timber and lumber in quantities.

Much of the timber and lumber for strictly military purposes will doubtless be softwoods, and all of it possibly will be obtained from the forests of France and other European countries. United

* HARDWOOD RECORD has blueprints for Class A and Class B auto bodies for the inspection of anyone who might desire to see them.

States Forester Henry S. Graves is now in France paving the way for several regiments of American foresters, lumbermen and other woodsmen and engineers who are going abroad to cut timber in the French forests of the Vosges, Alps and Pyrenees mountains and other parts of the country. But it is thought that there will probably be some opportunities for American hardwoods to be shipped and used behind or in the battle fronts.

Besides all the above opportunities presented for American hardwood lumbermen to "do their bit" at this critical stage of world history, it is believed that there are various other items among the

lists of tens of thousands of different articles bought by the army and navy departments for war purposes into the production of which hardwood materials enter, while the normal government demand for hardwood and other materials for peace purposes, as usual, to meet the great regular needs of Uncle Sam, runs on about as usual.

Note: Since this article was written, General Gonthals and Mr. Decker have resigned, being succeeded by Edward N. Hurley of Chicago, who recommends steel ships except for coastwise service.

New Rules Do Not Help Export

At first glance the announcement made last week that the British government had relaxed its import rules and was willing to admit without license deckloads of lumber and dunnage, as well as cargoes brought in by sailing vessels, appeared to be a great concession, and the members of the lumber trade who formerly figured more or less in the foreign trade were highly gratified at the information. A number of them promptly communicated with Harvy M. Dickson, secretary of the National Lumber Exporters' Association, requesting him to see the representatives of the steamship lines and ascertain about how much lumber they would be able to carry on deck. Unfortunately for the high expectations entertained, the results of his inquiries proved to be very disappointing. Every one of the steamship lines replied that it could get all the cargo it was able to handle for loading between decks, the freight offered being of such a character largely as to run to weight and leave plenty of space between decks even after the vessel was down to her load line or even below it. Mr. Dickson was unable to obtain a single promise that a foot of lumber would be carried on deck. As for the quantity of lumber that might be sent out as dunnage, this also is certain to have little or no effect upon the general situation. Much of the freight handled by the steamship lines stows well and reduces the dunnage to a minimum. Furthermore, the conditions under which dunnage is received render profits exceedingly doubtful. The steamship lines will guarantee neither delivery nor condition of the dunnage after cargo has been discharged. It may have preserved all the dunnage in good shape or none of it may be found valuable for other uses. The vessel may be able to supply practically every foot of the dunnage or it may have used the lumber for other purposes, and the concern that supplied the dunnage has no redress, being obliged, besides, to pay half the regular freight rates, which are around \$3 per 100 pounds and therefore practically prohibitive. As for shipments on sailing vessels, the outlook is equally unpromising. In the first place, there are no such vessels to be chartered. Almost the only nationals that still operate sailing vessels are the neutrals, and their craft are generally on the other side. Secondly, even if it were possible to obtain a ship and several exporters got together to load here, she could not obtain insurance with the United States War Risk Bureau and would have to go for insurance to England, which again puts the venture practically out of the question. For these reasons what appeared to be a great concession that promised a considerable amount of business to the exporters is proved to be really an empty proposal, virtually barren of all benefits for the exporters of American woods.

Mr. Dickson has explained the real situation to the members of the N. L. E. A. in his official communications, in order that no false hopes may be raised.

The Logging and Car Situation Around Memphis

Further improvement is reported in the car situation in the Memphis territory during the past few days. Manufacturers and distributors of lumber and lumber products at Memphis are securing pretty well all the cars they need for handling their shipments. Those on the main lines of the principal railroads operating through the Memphis gateway also report a quite favorable situation with respect to cars for handling outbound shipments. There are complaints, however, that there is a decided shortage of equipment on some of the short roads in Mississippi and Arkansas and that lumber shipments from mills located on these are quite disappointing. But there is indication

that there will be some improvement even on these branch or short lines in the near future as the car service commission at Washington has ordered something like 70,000 cars delivered to southern roads for handling hardwood timbers for the ship building yards and yellow pine timbers and lumber for ship building and for the construction of army cantonments. One of the firms in Memphis, with mill on a branch road in Mississippi, said today that more cars had been promised and that relief was expected very shortly. The firm in question owns two mills but has been operating only one for some months because unable to secure enough cars to keep even one plant going at anything like capacity. The improvement in the car situation, generally, is resulting in a much larger movement of hardwood lumber, though as a rule most manufacturers are still behind on their deliveries by a considerable margin.

There is also some increase in the number of flat cars available for handling logs to the mills and most of the plants here and elsewhere in this territory are able to operate on pretty full schedule certainly on fuller schedule than for a number of months. Some of the branch lines are still woefully deficient and there are complaints regarding the St. Louis, Iron Mountain & Southern in Arkansas because of the lack of cars for handling logs. Memphis mills are securing a more evenly distributed supply of logs than for a very long while, and they are practically without exception working on single shift, with a few of them going night and day.

Meantime, there is a distinct change for the better in logging conditions as a result of the cessation of the recent heavy rainfall. There has been little precipitation in the valley territory during the past week and the ground is drying rapidly. It looked at one time as if there would be serious interference with the cutting and hauling of timber through excessive precipitation, but this danger has apparently been averted, at least for the present. There is a rather better supply of labor available for work in the woods and it may be stated that extraordinary efforts are being made by owners of timber lands and operators of hardwood mills to insure a full supply of logs for the fall and winter cut. Good progress is being made now and, with the supply of labor increasing, nothing but unfavorable weather or a recurrence of serious car shortage will be allowed to interfere with this work.

The railroads are enjoying the hearty co-operation of shippers of lumber and are reciprocating by speeding up their own part of the business of transportation. As evidence along this line, it may be stated that the Illinois Central handled through the yards at Nonconah, just south of Memphis, a daily excess of more than 1000 cars for the entire month of July as compared with the same month last year.

The band rip saw is neither a novelty nor an experiment now, but a decided factor where lots of work is to be done; and it is a factor that brings with it that economical quality of saving in kerf.

Bookkeeping systems that are too elaborate have their objections, but every woodworking institution should have a comprehensive system of keeping account of everything sold and everything done, for the sake of comparison of cost, values, and keeping an exact line on business generally.

It is not the looks of a dado head so much as the looks of the work it does that tells of the condition it is in.



Wood in Place of Steel



The suggestion that has been sent broadcast that the demand for steel ought to be relieved as much as possible by substituting wood for that metal, is worth more than a passing thought. There is a scarcity of steel and an abundance of wood. All of the steel is needed for war service, and it is not only a patriotic duty but a business necessity that in situations where wood will answer, steel should not be employed.

In many places wood cannot take the place of steel, and no attempt ought to be made to use it. There are, however, a number of important commodities that are now made of either wood or steel, and it is for these that the use of wood might be extended and the use of steel lessened.

A number of commodities are given below, with the suggestion that wood be more largely employed in their manufacture thereby releasing steel for other purposes.

ROOFING

Shingles make a good roof, but because metal has been cheaper, or because it has been favored by fire laws, sheet iron roofing has crowded the wooden shingle from some of the places it once held. Shingles are not made of just any wood which happens to be convenient, but of certain kinds. In quantity, these shingle woods are used, ranging from the highest to the lowest as follows: Cedar, white pine, yellow pine, hemlock, cypress, redwood, spruce and chestnut. Practically all the shingles of the United States are of these woods. If an increase in wooden roofs results from the present agitation, the shingles will probably be made of the foregoing species.

CEILING

Metal ceiling has replaced much wood in recent years, and the time has come when some of the business may be won back. Those in a position to bid for some of the increase in business may be interested in seeing a list of woods in most demand for ceilings. The list is arranged, as all others in this article are, with the wood which is most used, at the head, and the others in the order of their relative importance:

Yellow pine, white pine, Douglas fir, oak, maple, spruce, red gum, hemlock, yellow poplar, cypress, birch, basswood, cottonwood, chestnut, ash, elm, tupelo, redwood.

Dealers in ceiling material of any of these woods might look about for opportunities to increase their business.

SIDING

Some of the woods used for ceiling are suitable for siding also; but the lists differ. With the exception of red gum, yellow poplar, and tupelo, the hardwoods are not often employed as siding. The softwoods meet most of the demand, white and yellow pine leading, and followed by cypress, redwood, hemlock, and Douglas fir. Rough siding may be of nearly any wood, and here is where the competition between wood and iron siding is keenest. Much gain ought to be possible for lumber along this line; for any lessening in the supply of sheet metal will open a place for wooden siding. Perhaps the chief opportunity will be found in the construction of warehouses and rough sheds. Metal has not displaced much wood as siding for fine buildings.

BEAMS AND FRAMES

Manufacturers of yellow pine, hemlock and Douglas fir will have the inside track in supplying beams and frames which have been furnished by steel, but several other woods may share in the business. Strong, stiff woods are wanted for beams, and it may be expected that the three woods named above will meet most of the increased demand as iron and steel structural shapes disappear. A good deal of agitation has recently taken place in favor of "mill construction" plans of buildings. The National Lumber Manufacturers' Association has been pushing that campaign, and good results may be expected. Wood ought to win much business in this line.

FURNITURE

Metal has made considerable inroad upon wood in the manufacture of furniture, and the way may now be opening to recover the

lost ground. If an increased use of wood occurs in this business, two classes of wood will benefit. First, the cabinet woods for the outside, visible parts; second, plain woods for the inside of expensive furniture and for entire articles of cheaper kinds. The cabinet woods and the relative quantities of each kind now used in the furniture trade follow, oak leading the list in amount, and followed in the order named by maple, birch, red gum, walnut, mahogany and cherry. The plain woods for interiors and for cheap articles, range from the most important downward, in this order: White pine, cottonwood, ash, elm, yellow poplar, tupelo, and cedar. Furniture manufacturers can figure out which list of woods they will need most if they increase their business by the substitution of wood for metal furniture.

VEHICLES

Wood may be substituted for metal in many parts of vehicles and in many kinds. It depends upon the vehicle whether wood can take the place of metal. In numerous instances it can; sometimes as frames, again as springs and parts of wheels, and as panels in light vehicles. The strong woods for frames, springs, and wheels are oak, ash, hickory, maple, birch, and elm; the woods for panels, seats, and bodies are yellow poplar, tupelo, red gum, cottonwood, cypress, pine, and redwood.

CASKETS

Metal burial caskets have pushed wood hard in recent years, and wood may now have a chance to come back, for it is the oldest and by many is considered the best casket material that has ever been used. Both cheap and expensive woods are used, and both kinds are plentiful. The finer woods are walnut, mahogany, oak, birch, and red gum; the plainer woods that are important in the industry are chestnut, redwood and pine.

RAILROAD CARS

Few greater opportunities exist for wood to come into its own than in the manufacture of railroad cars, and few industries offer more chances to save steel than by substituting wood in the construction of such cars, both those for freight and for passengers. Wood for such cars is divided into three general classes, that for frames, that for roofs, floors, and siding, and that for interiors of passenger coaches. The beam and frame woods, listed in the order of their importance, are oak, yellow pine, Douglas fir, hemlock, and ash. That for floors, siding and roofs consists of pine, fir, hemlock, and cypress; while the cabinet woods for interior finish of passenger coaches are oak, maple, birch, walnut, mahogany, red gum, and ash. Every one of these may become a substitute for metal in car building.

PULLEYS

About 35,000,000 feet of wood are consumed annually in the United States in the manufacture of pulleys; and the quantity would be doubled if iron pulleys should disappear from the market and wood take their place. It is generally admitted that the wooden pulley is superior to the iron, except in the largest sizes. The woods most used in pulley making, named in the order of their importance, are maple, birch, ash, yellow poplar, beech, gum, and cypress.

COOPERAGE AND BOXES

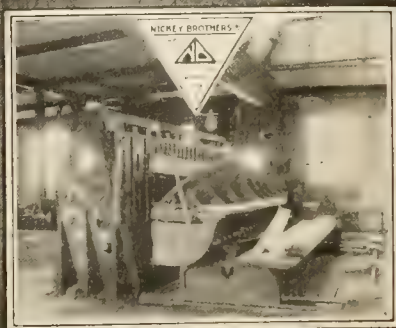
Relatively few boxes are of metal, but these might be of wood. The principal metal boxes or trays are used for carrying bottled goods.

The metal barrel is much more common and is in wider use than the box. It ranges from the slack barrel of thin sheets to the heavy barrel or drum for carrying oils and other valuable commodities. The substitution of wooden barrels would bring no hardship to the user. Wooden barrels are in some ways superior to those of metal, and there is no question but that plenty of suitable woods can be had to meet any increase in demand.

THE CALL FOR CONSERVATION

This nation-wide call for the conservation of iron and steel by introducing substitutes does not come from lumber manufacturers and dealers, but from government authorities who see the need of the measure. Steel producers are not voicing objections.

FIGURED GUM

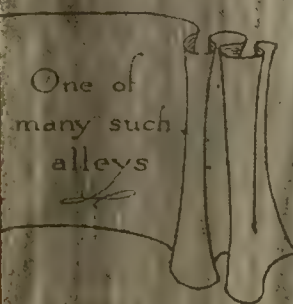


Our 16
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY



Section
of our
Warehouse



One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Drier



NICKEY BROTHERS INC

MEMPHIS

Working with the Veneer Mill

Consumer Who Relies on Co-operation Instead of Rigid Specifications Gets Results



THE VENEER BUYER who understands best the conditions under which this material is produced makes a point of working with the manufacturer instead of against him. He relies upon co-operation rather than rigid specifications to get results in character and quality of product, prompt delivery and the other factors that go to make up satisfactory service.

There are some rather important consumers of thin stuff scattered over the country, however, who seem to have an idea that veneers can be produced like wood-screws—along absolutely uniform, standard lines, and without variation. They therefore write their specifications with the apparent idea of leaving no loop-hole through which a piece of material not absolutely perfect can slip, and then they lean back and say to themselves, "There! Now let those veneer chaps go to it!"

This is all very fine, and sounds good, especially when read rapidly by the man who is doing the buying. However, the specifications written by a buyer of this class serve a purpose which undoubtedly is far different from that intended; they help to restrict the market within which he can buy. Putting it bluntly, requirements which are expressed in this form simply shove out of the competition a great many wise manufacturers who don't care to tackle an impossibility, and who are not anxious to do business with consumers who fail to appreciate the practical limitations of veneer manufacturing.

For example, there is a big door company in the Northwest which is famous for the severity of its specifications. If one were to read the description of the veneers which those selling it agree to furnish, he would come to the conclusion that making stock that is 100 per cent good is an absolute cinch. However, there are a great many manufacturers noted for the quality of their timber, the accuracy of their manufacturing methods and the zeal with which they serve their customers who will have nothing whatever to do with this buyer.

"The concern is unreasonable," said the sales manager of one of the latter mills. "We did a little business with it some time ago, but it was a case of fussing from the time the order was received until the transaction was closed. The buyer does not apparently know or care anything about the way veneers have to be produced, and seems to take the view that all that is necessary at the mill is to press the button, and, Presto, the crated bundles drop out of the hopper ready for shipment. By getting on the other side of the fence and fighting in an arbitrary manner, it probably thought that it was sure to get full value for its money and to prevent anything from being put over on it.

"As a matter of fact, however, concerns which work with the mill and which try to be reasonable are able to

establish a basis for co-operation which is much more satisfactory to everybody concerned, and I am sure leads to better results to the consumer both from the standpoint of product and delivery."

One of the things which buyers overlook is that the veneer manufacturer is dealing with a natural product. Nature did not make all the trees alike, and many of them are more or less imperfect, judged from the standard of the consumer of the material which it contains. The veneer manufacturer selects his timber with care, and uses only the cream of it, so to speak; but even so it is not always possible in cutting veneers to get stock which is able to stand up under inspection that takes into account the slightest discoloration and other minor defects.

The better the consumer understands the methods of producing his stock, the less likelihood there is of his being unreasonable. In fact, it would pay leading veneer buyers to emulate the example of many concerns which use large quantities of lumber, and send their buyers to the mills so as to give them an opportunity to get in close touch with the various production factors. After the buyer has witnessed the work of logging, of cutting the logs to the proper size, of preparation in the steam vat, of cutting on the rotary machine or other veneer manufacturing equipment, of clipping, drying and sorting, he will have much more respect not only for the organization which is required to handle all of these important details, but for the product itself. He will appreciate the advisability of using a more or less elastic method of judging the quality of the product, and will be able to make occasional allowances for deviations from the standards which have been set up.

Another point is that the buyer who is constantly changing his order is not giving the millman a fair chance to render service. Suppose that a consumer has placed an order for material with several mills, and finds that the delivery of a certain item runs over the amount anticipated. His first impulse is to wire the other mills to change the specifications of his order as to the sizes and number of pieces to be cut. He does this without considering whether the operations of the mill will be interfered with by this action, and whether it will be an expensive or inconvenient proposition to change the order as originally entered.

He does not stop to consider, probably, that each department has its cutting cards, and is following these exactly, so that the order is being given attention by each section of the mill, from the time the logs are cut to the proper lengths until the stock is bundled in the shipping room. Thus any change in the specifications means a revision of instructions all along the line, and any ex-

tensive change, especially after the order has been started through the mill, is practically throwing a monkey-wrench into the machinery.

The consumer who is trying to co-operate with the mill will therefore exercise a due amount of restraint along this line. He will place his order after considering carefully just what his needs are going to be, and then he will stick to it until it is carried out. If a serious situation arises, he will get in touch with the mill or its representative, and see what changes can be made without difficulty. Sometimes this can be done readily, and sometimes it can't. But he will realize that the producer ought to have some consideration, and that the service he himself receives will be determined largely by the degree of consideration he shows.

"There are concerns which think nothing of changing their specifications by wire without the slightest notice to us or suggestion that the change may not be to our liking," said the sales manager quoted above, in discussing the general subject of the necessity of educating consumers to veneer mill conditions. "They simply don't appreciate the situation at the mill, nor that when they make any extensive revisions in their orders as placed they may be necessitating a change in the orders given to every department, from the log yard to the shipping room. Then, too, there are buyers who simply don't care, and who consult their own wishes only. They fail to realize that the troubles and difficulties encountered by the manufacturer at the mill are bound to affect the service rendered the customer, and that only by careful and kindly co-operation can the best possible results be secured. If this were fully appreciated, buyers of veneers would be more careful regarding the way in which they call on the producer who has had an order on hand for weeks or months to change the entire complexion of it with reference to thicknesses, kinds and number of pieces of each item."

One reason why this situation is more important than may appear on the surface is that with the possibilities for standardizing veneer mill production coming into greater appreciation on the part of the manufacturer, efforts are made whenever possible to combine orders for the same kind and dimensions of stock, so as to make as long a continuous run of one item as possible. This makes for lower production costs, quicker delivery and easier operation of the mill. The bigger the cut on any one item at a given time, the better it is for the millmen and the customers who receive this part of the output. Hence to alter in a substantial way an order which has played a part in planning extensive operations at the mill may make it very difficult for the manufacturer to revise his schedule without increasing the cost of production to a marked degree.

This leads up to the question of the increased cost of supplying veneers other than those at first ordered. In some cases where buyers have simply telegraphed instructions regarding the delivery of stock different in thickness and other features from that which had been

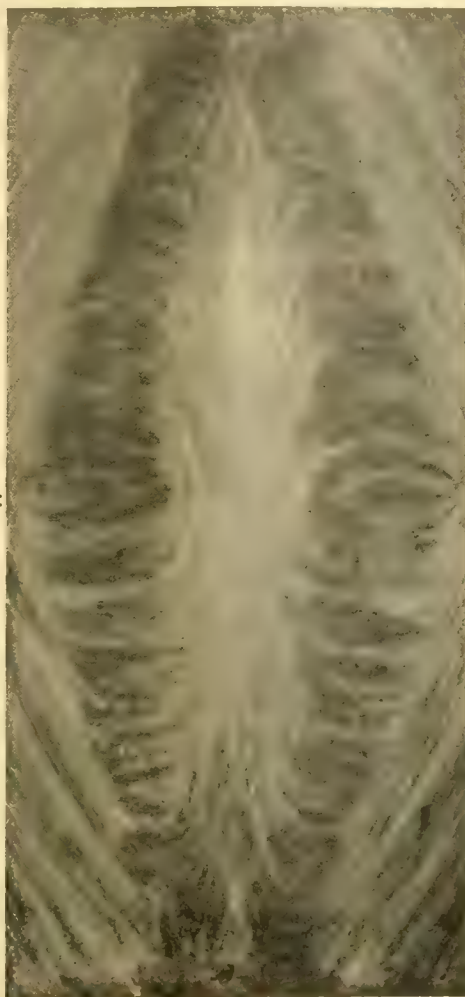
ordered, the manufacturer has billed them for this material at a somewhat higher price than that quoted in the order accepted in the beginning. Invariably there is a howl from the customer which can be heard from the factory to the mill without the aid of the wire. He cannot understand why an increased price should be demanded, and he concludes that the manufacturer is simply taking advantage of his (the customer's) necessities to raise the quotation.

As a matter of fact, of course, this is not the case. The cost which was established at first was based on certain conditions, and these conditions have been eliminated when other material is substituted for that ordered. There may have been a big run on the sizes originally specified, while a special cutting of the particular stock ordered later may have to be arranged for. And there are other manufacturing conditions which affect the cost of producing the stock, justifying a different and perhaps higher charge. But the customer who has been looking at the question entirely from his own standpoint cannot see it that way, and imagines that he is getting all the worst of it.

Had he anticipated the situation, and taken up the matter of making a change in time to enable the mill to arrange its operations accordingly, the readjustment might have been brought about without difficulty, and the price held down to the figures formerly quoted. But here again lack of knowledge and appreciation of mill operating conditions interposes to prevent the complete understanding and co-operation which ought to be established from being realized.

One of the things which veneer salesmen can do, and should do, not only as part of their duty to their employers, but as a service to their customer, is to advise them exactly regarding mill conditions; just how the material is produced, the difficulties under which the producer labors, regardless of the character and extent of his equipment; the time element which must be considered, and all of the other details which affect the delivery of an order. If each solicitor did this and made it perfectly clear to the customer that a veneer mill is a different kind of place from a screw machine products factory, he would be rendering a very real service to the trade. And, incidentally, if there are salesmen who have been turned loose upon an unsuspecting public without practical knowledge of mill conditions, these should be given a free trip to the plants, and their education along this line completed.

Co-operation is the big word in the modern vocabulary. It has its place in peace and war, in politics and industry. Buyer and seller have not learned how to co-operate as they should, because they still regard each other as natural enemies, with "Caveat emptor" as the ruling sentiment. But when this out-worn idea is discarded, and the veneer producer and the veneer consumer get together on a basis of mutual confidence and understanding, the matter of giving service and getting results will be simplified.



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

J. RAYNER CO.
INCORPORATED

VENEERED PANELS
ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER
CARROLL AVE. AND SHELTON ST.
CHICAGO

"EASIMOOV"

The Veneer Tape that is "Up to the Second" can be removed instantly after having served its purpose, without being sanded. Saves time and expense.

Write for sample coils

IDEAL COATED PAPER CO.

The Veneer Tape Specialists

MAIN OFFICE AND MILLS, BROOKFIELD, MASS.

THERE'S A REASON

The Quartered Oak Specialists whose reputation and financial worth is your guarantee of satisfaction in quality and service.

"He profits most who serves best"

Evansville Veneer Co.
VENEERS
SPRINTED

Mixed Wood in Built-up Work

Generally speaking, the experienced glue room man or the student of panel making and built-up work will argue that where practical it is better to build up a panel all of the same kind of wood. They will explain, of course, that this is not always done for the reason that some of the face woods are too expensive to use for cores, and the difference in cost outweighs in a commercial way advantages offered in making built-up stock all of the same kind of wood.

In contrast with this we have some of the authorities who have experimented with built-up blocks for aeroplane work asserting that the best results are obtained by mixing the wood, by making built-up work of different kinds of wood. For example, there is a combination of spruce, mahogany and ash which it is claimed gives better results than to use any one of the woods exclusively.

The main reason why the glue room man contends that using the same wood for cores as for faces is that it is of the same structural nature. Consequently, the glue will adhere evenly to each surface, and the same glue will spread and penetrate to the same extent on both sides of the joint. On the other hand, if the face wood is very dense and the core wood open and porous, a thin glue which will penetrate the face wood will be absorbed into the porous wood of the core so freely as to starve the joint. In reverse order, if the glue is made thick and heavy to fit the porous wood in the core it will not penetrate and adhere as it should to the face wood of finer texture. The points in favor of using the same or similar woods are for the sake of getting better glue results. It is practical to get the glue results by other means, however. Wood that is open and porous can be sized, or a compromise glue mixture can be devised and difficulties of inequality in the nature of the woods used can be overcome. It takes more skill, care and thoughtful attention, that is all.

We have not had, so far, a very definite presentation of the points in favor of mixing woods in built-up work; that is, the structural or mechanical points. In general, the main reason for mixing goods in ordinary built-up work are those of commercial economy. Often much cheaper woods are available for fillers and backs than it is desired to use for the face work and this has been the dominant factor in the mixing of woods in built-up work.

Sometimes other factors have entered. In heavy work, like doors, if there is to be tenoning and mortising of the frame, the softer woods give better satisfaction structurally than the hardwoods. In the general run of built-up work, however, there have entered so far only the two phases for consideration. One is the comparative cheapness of the wood available for the filler and cores making the mixture. The other is in the desire for uniformity in the glue-absorbing qualities of the woods used, to simplify and make safer the work of gluing up. There is some indication, however, that we are going into new phases of this matter soon and will have as a factor in the future a study of the structural advantages which may be obtained by the use of various combinations of wood in making built-up work. It is an interesting field for experiments, especially in the development of built-up lumber for box panels and for many purposes involving a combination of the greatest strength with the lightest weight.

The Rudolph Veneer & Products Company is manufacturing baskets and veneers at Denver, Colo.

At Nicholson, Miss., the State Line Veneer Company has been incorporated at \$10,000.

Getting help in the woods is quite a problem this year with the farms and munitions factories paying all sorts of wages and needing more help than is available.

Walnut not only continues in high favor as a furniture wood but it is helping to popularize the brown tones in staining other woods for furniture finish.

A view which shows the class of logs we are obtaining to supply our customer's needs in Walnut



This log is one of the best that has been produced in the Central States and a number of experts on Walnut have judged the stump to be the best figured stump that has been produced in years.

PICKREL WALNUT COMPANY
ST. LOUIS, MISSOURI

Figured Red Gum for Interior Paneling



Illustration shows Louisville Figured Red Gum paneling in sales office of Lamb-Fish Lumber Co., Charleston, Miss.

We specialize in highly figured veneers and panels for particular work.

Let us show you some samples from our late cutting of Quartered Figured Red Gum Veneers. Choice figure and color, and prices right. Excellent selections are assured. There is "something different" about the Figured Red Gum Veneers of

The Louisville Veneer Mills
Operating Slicers, Saws, Rotary Machines
LOUISVILLE, KY.

Letter from a Panel User

Monroe, Mich., August 2.

It is interesting to operate rotary machines, for they present quite a field of study. One of the most common defects is the cutting of wavy veneer stock, digging in and running out alternately. This trouble can easily be eliminated. It is due to the knife having been ground too far back, making the bevel long and the cutting edge slender. Again, the cutting pitch and the pressure bar's relation to the knife may also enter into the correction of this trouble. A rotary machine, in good order, should turn out first-class work.

We will next direct our attention to the veneer room. Many manufacturers desire to increase their production without regard for available floor space. Large hydraulic presses and glue spreaders are put into operation before the stock is in proper condition, and then, for lack of floor space, after it leaves the presses one lot of chained stock is piled or thrown over another. This is an important matter that is frequently overlooked. We are preaching system in veneer room every day but this is impossible where sufficient space is not available.

The room should be warm, particularly the floors. Put your heating facilities as near the floor as the law will allow and the rest of the room will take care of itself. It is not unusual to visit rooms where the heating system is overhead or some distance from the floor. Is the object of this to heat the operators' heads? Rooms of this kind are simply "hot boxes" and it will be experienced that men have no desire to work in such departments, and, really, they don't have to, for it is an easy matter for a veneer man to get a position because there is a great scarcity of good men in this line.

The proper way to handle stock is to take it from the press and carefully pile it on cross strips in a warehouse where the temperature and the air circulating can be controlled and regulated. I recently visited a large furniture factory and was surprised to observe that the men taking stock from the presses piled this on ordinary factory trucks, wheeled the panels to drying room, unloaded and piled them on the floor of the drying room between cross sticks. After dry, these were of course again loaded on the truck by hand and then unloaded for trimming. Imagine the expense and the enormous amount of unnecessary handling. I would suggest the use of low trucks, and have a rack attached on each truck in which is contained the piling strips. As soon as the stock is released from the presses, pile it on the trucks, using cross strips as you would piling on the floor of the drying room. Wheel the stock to the drying room and have this remain on the trucks until dry, then to the proper trimming machine. This would necessitate more trucks, but it will pay the cost. In fact, I have yet to visit the first veneer, panel or furniture factory having too many trucks. Proper piling on the trucks is very essential. Glued-up stock with face veneer should be carefully piled straight.

Overhead light is an important factor in the success of the veneer room, as well as overhead ventilation. These cannot be had if the factory is more than one story, unless the room is at the top, and this is not practicable owing to the extra amount of work involved in the handling of stock. But where the building used for this purpose is separated from the factory proper, light may be had from both the top and sides, and plenty of fresh air, both for breathing purposes and to carry away moisture.

A. T. DEINZER.

The Standard Veneer Products Company has been incorporated at Portland, Maine, its capital stock being \$40,000.

The Jonesville Lumber & Veneer Company is a new incorporation at Jonesville, La.

The Panama Basket & Crate Company, Puyallup, Wash., has suffered a loss by fire.

Shrinkage and Trimming Allowance

Misunderstandings Often Result from Changes Due to Seasoning

BETWEEN THE TIME of measuring the log or block by the best devised wood measure rule and the final dried finished product there are two items of loss which in the aggregate make up big totals that are only of late getting the recognition they should have. These items are the shrinkage in drying, and the allowance for trimming to size.

Our measuring system in its original inception was based upon the number of square edged inch boards that could be produced from a log. These, of course, were green when produced, and no thought seems to have been given the shrinkage in drying in developing the system of measurement.

In the cutting of rotary veneer the percentage of shrinkage in drying is even greater than lumber because most wood shrinks considerably more in the direction of the width of rotary cut veneer than in the direction from the heart to the outside of the log. This shrinkage loss is enough in cutting gum, for example, that should a man measure up 10,000 feet of surface measure rotary cut gum while it is green he would probably find after drying and sorting that he had only 9,000 feet. There is a loss that must be taken into the accounting system, somewhere, somehow, and along with it the other loss, that of trimming to exact dimension.

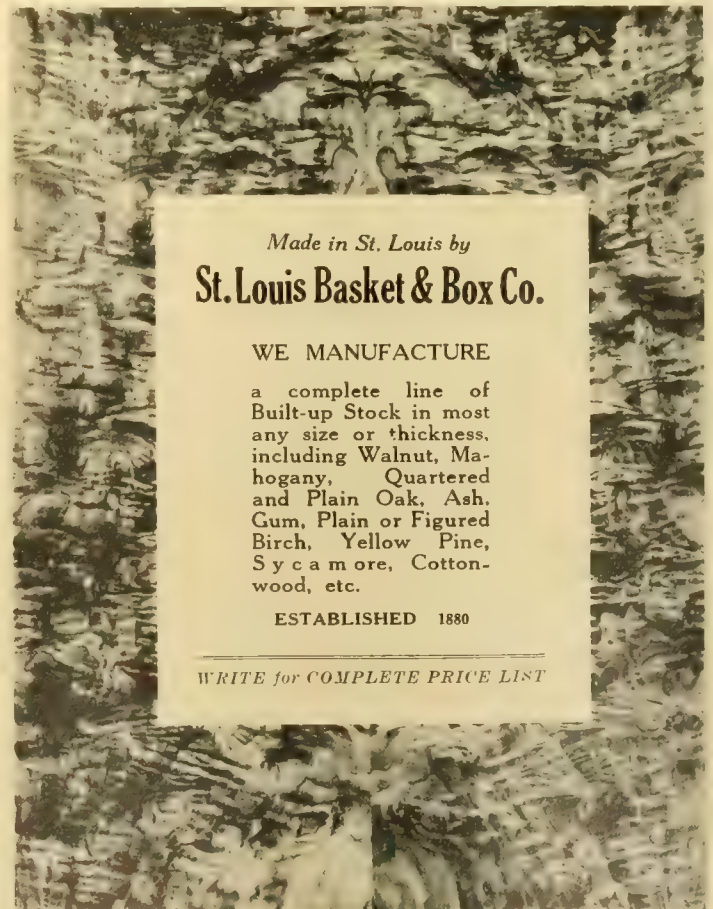
It is a reasonable presumption that a manufacturer in cutting rotary stock to dimensions will make his measurements on the basis of its condition at the time of the cutting dimension. If the stock is thoroughly dry when it is clipped out to the dimensions called for, then the shrinkage loss as well as the trimming waste has been absorbed by the manufacturer. If, however, it is only partly dried, as is often the case, the shrinkage has hardly begun and the shrinkage loss will fall upon the buyer.

The gum folks specify that stock must be dried so that it will not mould or damage in transit. This is really indefinite and if stock is shipped as soon as it is dry enough to pack without moulding, that is with a little air drying or a very slight kiln drying, it has hardly begun its shrinkage. Experiments have proven that most of the shrinkage in lumber stock takes place in the final process of drying out and that the shrinkage is very light in the early preliminary stages of drying. Therefore if veneer stock is clipped to dimension before it is thoroughly dry, then it will shrink from 5 to nearly 10 per cent in width in the final drying out.

This means that if the original cutting dimensions are those wanted for finished stock, the allowance must be pretty liberal for shrinkage. If the original dimensions given are to include room for final trimming to size the allowance must not only provide this but also the shrinkage loss. Taking it altogether, there is a considerable

item of waste when we combine the shrinkage in the final process of drying out and the allowance for trimming. So far there has not been devised any general method for preventing shrinkage loss. Maybe some day we will devise a system for drying treatment which will fill the pores of the wood with something to prevent shrinkage and veneer stock will retain its normal dimensions. That, however, is merely a possibility of the future. At the present time there is a shrinkage loss and the allowance for trimming.

If dimension stock is to be cut at the veneer mill to exact specifications given and the buyer must pay for the full dimension, and make provision therein for shrinkage and trimming, and absorb all this loss, it means that the buyers will soon be giving very searching attention to the matter of reducing the allowance for trimming to the lowest possible minimum. This will be work that has long been needed and should have been undertaken voluntarily. So long as the cutters of veneer and lumber were willing to furnish extra width and extra length for trimming, the buyer was not concerned about the matter of making this extra allowance the smallest practical, but rather inclined toward getting



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AND

LUMBER

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SOLE MANUFACTURERS
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PERKINS

Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

805 J. M. S. BUILDING
SOUTH BEND, INDIANA

it made as liberal as possible so that he could have plenty of wood to work upon. When the buyer has to buy all this extra wood, the item of waste in trimming will come home to him in a manner that will impress the importance of conservation.

In this way we can modify and reduce the allowance for trimming, but there still remains something like 10 percent loss in shrinkage which must either be provided for somewhere along the line or else the trade will need to devise a treatment for veneer that will dry it without causing shrinkage. And, finally, it is well to remember that practically all this shrinkage takes place not in the preliminary drying, but in the final thorough drying out of stock before it is used.

Terms of Sale

There is some indication that the veneer people have taken steps to put terms of sale on a more uniform basis and to reduce some of the slack practices of the past, and there is no doubt that uniformity in terms of sale will help the cause all around.

Heretofore veneer and panel manufacturers have been very lax about terms of sale, perhaps partly because at times they have sought anxiously for business and have made very inviting terms to customers in order to obtain or to hold their patronage. There has been much of this, as compared to the lumber business, and the veneer business has a reputation for very slow collections.

This point was brought forcibly to mind when making inquiry of a veneer man about the standing of a customer who had delayed payments to a certain lumberman until the lumberman was getting anxious and making inquiry. The veneer man when asked about it said that delays which lumber people would consider almost criminal were really accepted by the veneer man as satisfactory business. Then he told of some of the laxity in the trade about collecting accounts, enough of it, in fact, to impress the thought that terms of sale are one of the things which need revising in the veneer and panel business, especially as to the time of making payment. Broadly speaking, it matters but little what time of payment is agreed upon, just so it is a specified time, because the prices or some interest arrangement can be made to cover whatever amount of time is involved. The main point is to have a definite understanding as to the time.

As a contrast to some of the laxity encountered here, one instance was found in the rounds of a buyer who sends a check the same day invoices are received.

Inquiry of this buyer as to why he did this brought out the fact that he had a purpose in view, that he wasn't going to the trouble of checking out before inspecting and tallying stock and then having to recount and recheck the matter for nothing. He had considerable surplus money and he was really humoring the bargain buying instinct. He was steadily building up a reputation for prompt pay and quick money on the theory that any man with some stock on hand who felt an urgent need to make a sacrifice to turn this stock into cash promptly, would come to him first and in this way he could pick up many bargains. After experimenting with the practice for several years he still expressed himself as well pleased with it because he was able to get a chance at many sacrifice bargain offerings that were going the rounds from people who needed money quickly.

It will be seen from this that there are many angles to this question of quick pay and long credits, or terms of sale. After all, however, the main question of the trade is that of creating by agreement and by practice more uniform and specific terms. This thing of having open accounts and never knowing when the money will be coming in is an unsatisfactory manner of doing business in this day and time.



Pertinent Legal Findings



Queries on questions arising on any points involving the law as it is applied to lumbering and allied industries will be given proper expert attention through this department if submitted to HARDWOOD RECORD. There will be no charge for such service, but HARDWOOD RECORD reserves the right to publish questions and answers without designating names or location of inquiries unless specifically requested not to do so.

LOUISIANA LUMBER LIENS

Under the Louisiana statute which gives a lien against lumber in favor of persons furnishing labor in its production, the lien attaches as soon as the lumber is manufactured and takes priority over chattel mortgages given by the manufacturer upon such product. Where it is impossible to trace the labor which went into the production of particular lumber covered by a chattel mortgage, the amount of labor claims for which a lien may be enforced may be determined, as between the chattel mortgagee and the manufacturer's receiver, by apportioning to the quantity of lumber covered by the mortgage the usual cost of labor in that mill for the production of an equal quantity of lumber. (United States circuit court of appeals, fifth circuit; Security Trust Co. vs. Bank of Bernice; 239 Federal Reporter, 665.)

LIABILITY FOR EMPLOYEE'S NEGLIGENCE

A lumber company operating in Louisiana is liable for injury to one employee caused by negligent performance of a co-employee's duties, if the company previously knew that the latter was incompetent or habitually careless. (Louisiana supreme court, Moorefield vs. Bowman-Hicks Lumber Co., 75 Southern Reporter, 672.)

INSPECTION OF LUMBER BY BUYER

A firm of lumber manufacturers contracted to sell lumber to a brokerage firm for shipment to various customers of the brokers. The agreement contained a clause to the effect that all shipments should be subject to inspection at destination, "with the understanding that report as rendered by consignee shall be accepted as original evidence in such inspection." The brokers paid for various shipments on the basis of the manufacturers' invoices, but later sued on account of claimed shortages in quantities and defects in quality, and asserted that the consignees' reports were conclusive on these points. But, in disposing of the case, the Georgia court of appeals

holds that such reports were only pertinent evidence on the questions and not conclusive against the manufacturers' right to show by other evidence that the contract grades and quantities were actually delivered. (H. D. Chapman & Co. vs. Marshall Bros., 92 Southeastern Reporter, 964.)

EXCESSIVENESS OF PERSONAL INJURY VERDICT

Where a sawmill company's pondman's leg was so badly crushed in an accident attributable to negligence of the company as to be practically useless, a verdict for \$7,500 in his favor cannot be regarded as illegally excessive. (Louisiana supreme court, Miley vs. Louisiana Sawmill Co., 75 Southern Reporter, 214.)

LEGAL ASPECTS OF LUMBER SALES

Although it is true that ordinarily a seller will not be entitled to sue to recover the agreed price of lumber or other goods, until he has delivered or offered to deliver at the place agreed upon, a manufacturer of specially manufactured millwork is entitled to recover the price on notifying the buyer that the work is ready for delivery and the latter fails to designate the place where delivery is required, as provided for in the contract. But a seller has no right to withhold delivery in order to enforce payment under independent contracts between the same parties. (Kansas City court of appeals, Central Lumber & Manufacturing Company vs. Reyburn, 195 Southwestern Reporter, 576.)

RIGHT TO LIEN ON LUMBER

Under a contract for sale of lumber, the buyer agreeing to make advances to be refunded on his resale of the lumber and allowance to him of a commission and interest on the advances by the seller, the buyer, if not a purchaser in the strict legal sense, was nevertheless entitled to lumber covered by his advances, as against a lien asserted by the seller of timber from which the lumber was manufactured.

The Search for Airplane Stock

The airplane is no longer a plaything or a curiosity. The appropriation of \$640,000,000 by congress for building these war machines is proof that the business is not small. That appropriation is larger than any bond issue of our Civil war, and it is all to go into air equipment. For the first time in our history a search has begun for the purpose of ascertaining how much airplane stock is in our forests, and the kinds suitable.

The word has already come back from the Pacific coast that the supply of Sitka spruce is being listed. The inspection of airplane stock is so rigid that a large tree may yield but a few pieces. They are now searching the forests of the Pacific coast all the way from California, through Oregon, Washington, British Columbia, into Alaska for choice stands of Sitka spruce. The tree grows only near the coast, in a belt not much more than fifty miles wide. Large numbers of fine trees have been located, but some of them are not convenient to transportation.

The search does not stop with Sitka spruce, but they are invoicing the forests of Port Orford cedar in Oregon and the yellow cedar northward to Alaska. Much airplane stock can be supplied from these trees. They are experimenting with Douglas fir, and if it is found available, the problem is solved without looking further, for there is enough Douglas fir to build a million airplanes.

The red spruce of West Virginia is the finest in the world and there is lots of it. Then, there is ash enough in the lower Mississippi valley to supply enormous quantities of airplane stock, and plenty of walnut for propellers; plenty of metal for the motors, and plenty of men to drive them.

Our ordinary spruce and yellow pine will provide better airplane stock than the best Germany has; and if the air war depends on superiority of material (wood, steel, and men) it may be put down

as a foregone conclusion that William will not only soon see the handwriting on the wall but also in the heavens above the wall.

Getting Past the Front Office

This is the real test of a lumber salesman: his ability to get past the front office.

The solicitor who can only reach the desk of the buyer, make his little speech, and go out, is necessarily superficial in his canvass of the customer. He doesn't know enough about his business to be able to get down to rock bottom, and until he can do that his solicitation must be made along purely routine lines.

The real salesman, of course, is able to sell himself before he tries to sell his firm's lumber. He inspires confidence on the part of the customer, making the latter feel that here is a man who knows his business, who understands consumer conditions, and who possibly can offer suggestions worth having.

When this point has been reached, the buyer is willing that the salesman see his factory, understand the special requirements of his cutting department, and get a line on the products he is making and the grade of goods he is endeavoring to turn out. The salesman who has an opportunity to make a trip through the factory of the consumer, getting past the front office to the place where lumber is being cut to size and put together, is bound to profit, if he is at all observant, and knows the game as he should. He should be able to solicit the prospect 50 per cent more effectively because of the thorough knowledge of the situation acquired in this way.

Of course, there are some suspicious buyers who would not knowingly permit a lumber salesman to see the stock going through their plant. But the average consumer is a human being, just like other people, and if the salesman makes the right kind of impression, there is no reason why he should always tarry in front.

The Mail Bag

B 1131—Wants to Buy Maple

San Francisco, Cal., July 24. Editor HARDWOOD RECORD: We are in the market for 2", 3" and 4" first and second maple, dry stock. Will you kindly inform your list regarding this?

— Company.

Clubs and Associations

Traffic Association to Open New Branch

J. H. Townshend, secretary manager of the Southern Hardwood Traffic Association announced August 7 that a branch of that organization, similar to the one established several years ago at Louisville, Ky., will be opened at Helena, Ark., within the next ten days. It will be in charge of a district manager who has not yet been named. F. B. Larson, assistant secretary of the association, will take charge temporarily.

In addition to the district manager there will be an advisory committee composed of the following: S. H. Swanson, Archer Lumber Company, chairman; Paul C. Smith, Theodore Fathauer Company; R. B. Rhodes, Rex Hoop, Stave & Heading Company; A. C. Thompson, Kurz Downey Company, and M. C. Cannon of the Arkansas Veneer Company. These gentlemen will help with the work which the branch of the organization has in hand and will prove an important factor in the success of this new move.

There are about twenty members of the Southern Hardwood Traffic Association at Helena and in the immediate territory tributary thereto, and it is expected that others will be added as the work of the association progresses. The Helena members will bear the expenses incident to the branch office, as they will be the direct beneficiaries thereof.

Mr. Townshend said that it had been decided to open this branch because of the rapid increase in the work to be done in that locality. The car situation demands increasing attention and many rates have to be quoted. It is believed the opening of the office will greatly facilitate the service and members of the organization believe the success of the Louisville branch will be duplicated at Helena.

The Southern Hardwood Traffic Association is young in years but old in accomplishments in behalf of its members, and the fact that it is finding it necessary to establish branch offices in different parts of the hardwood territory indicates the rapidity with which it is growing and the character of service it gives. It stands for service of the most prompt and vigorous character and its position can always be found without difficulty.

Will Issue Pocket Tariff

The pocket tariff book compiled by the Southern Hardwood Traffic Association will be issued from the press about August 15 and will then be distributed among members of this organization.

It will contain rates on all hardwood lumber and lumber products from Mississippi and Ohio river crossings and from all southern producing points to all destinations where hardwood lumber is consumed, and it is expected that it will prove of very great value to manufacturers and distributors through enabling them to name delivered prices and through making it possible for them to provide their salesmen with such prices. It is also expected that it will greatly simplify the rate work of the association. For the past two years one man has had to give practically all of his time to supplying members with rate information.

Owing to the frequent changes occurring in hardwood tariffs, Secretary Townshend announces that a supplement will be issued every thirty days covering such changes as have taken place. Thus the rate book will be kept practically up to the minute.

Stock Summary from Manufacturers' Association

The monthly stock report of the Hardwood Manufacturers' Association of the United States dated July 1, gives interesting summaries of stocks at eastern and southern mills and the various grades and thicknesses of hardwood. Starting with the quartered white oak, it shows that reporting members gave at eastern mills a net stock increase of 82,000 feet, while southern mills show a net increase of 417,000 feet. In selects, eastern mills show a net increase of 147,000 feet, while southern mills have increased their stock by 15,000 feet. In No. 1 common and selects grade, the net decrease is 185,000 feet, while in No. 1 common, eastern mills report a net decrease of 424,000 feet, while southern mills show a net increase of 819,000 feet. The sound wormy grade shows increase of 11,000. No. 2 common grade, eastern mills, shows a net decrease of 143,000 feet, and southern mills a net increase of 147,000 feet. There is an inconsequential decrease in No. 3 common at eastern mills, while the stock in southern mills showed a net increase of 206,000 feet.

Quartered red oak in the firsts and seconds grade had a net decrease of 309,000 at eastern mills and a net increase of 183,000 feet at southern mills. Eastern mills also showed a decrease in selects of 47,000 feet, while the net decrease at the same mill in No. 1 common was 527,000 feet,

and at southern mills was 6,000 feet. No. 2 common, southern mills, remained about even, while eastern mills showed a decrease of 207,000 feet.

Plain white oak showed the following: Firsts and seconds, eastern mills, a net decrease of 53,000 feet, southern mills a net increase of 283,000 feet; selects, eastern mills, net increase of 727,000 feet, and southern mills a net increase of 31,000. On No. 1 common and select no report was shown from southern mills, while eastern mills showed a net increase of 1,377,000. No. 1 common southern mills showed a net increase of 797,000 and eastern mills net increase 1,161,000; No. 1 common and wormy, eastern mills, a decrease of 56,000, decrease of 5,000, southern mills a decrease of 258,000. Plain white oak southern mills showed a decrease of 977,000. Eastern mills showed an increase net of 86,000. On No. 4 common eastern mills decreased their stock by 240,000 feet.

The situation in plain red oak shows the following figures: Firsts and seconds eastern mills, net decrease 217,000, southern mills net increase 1,568,000; selects eastern mills show decrease of 60,000; No. 1 common and select eastern mills show increase of 39,000 and southern mills 56,000, No. 1 common net increase in eastern mills of 672,000, southern mills an increase of 1,697,000. No. 2 common situation shows eastern decrease of 347,000 and southern decrease of 79,000, while No. 3 common southern stocks increased by 800,000 and eastern stocks decreased by 133,000.

In poplar eastern mills report about a state of equilibrium in panel and box board poplar, while in firsts and seconds there was a decrease of 638,000. The situation in saps and selects remained about level, while No. 1 common showed an increase of about 800,000. The net increase for No. 2 common was about 600,000 feet and for No. 3 common a little less than 500,000 feet. No. 4 common remained about the same.

In chestnut firsts and seconds grade showed a decrease of about 200,000 feet, selects showed a slight increase and firsts and seconds wormy showed an increase of 600,000. No. 1 common showed an increase of about 580,000, sound wormy an increase of about 550,000, while other grades remained about on a level. In cottonwood there were net increases of stock in all items, the largest being in firsts and seconds, which showed about 600,000 feet greater than on the first of June.

The figures are not at all striking, being on the other hand merely natural fluctuations that come about from month to month which might just as well swing one way as the other.

Prepare for More Serious Car Shortage

James E. Stark, president of the Southern Hardwood Traffic Association, and J. H. Townshend, secretary manager of that organization, have issued a bulletin to members calling attention to various phases of the car situation.

It is pointed out that, while thousands of cars are being sent to southern lines to facilitate the movement of lumber needed by the government, many of the members of the association having their plants on short or branch lines are experiencing much difficulty in securing their requirements. All of the latter are urged to keep in close touch with the association and to keep the latter fully advised as to their requirements and the manner in which these are taken care of by the government. All members are also urged to make known their needs to the association, which is anxious to aid in an equitable distribution of all the equipment available.

The bulletin sets forth that there are 2,575,000 freight cars in the United States, that there are 120,000 now being used by the government in handling materials necessary to the prosecution of the war, and that, within less than a month, something like 500,000 will be required for the latter purpose, thus bringing about a worse car situation this fall. It emphasizes the fact that the Car Service Commission has control over the distribution of cars and that the association is keeping in close touch with this body to insure equitable distribution not only as among lumbermen but also as between lumbermen and other lines of business.

The bulletin also urges that the lumbermen load all cars properly because of the close watch being kept on loading of lumber on the part of the carriers.

With the Trade

White Brothers Issue Instructive Catalogue

White Brothers, San Francisco, Cal., have already made quite a reputation for the stock list and catalogue which they issue. The list of July 1 is very well gotten up and gives a summary of the dry stock on hand. It also contains list of estimated weights of dry lumber, giving a number of unusual species not ordinarily considered. It gives the classification and habitat of a variety of hardwoods not in ordinary use, and contains hardwood lumber and log tables.

Death of A. B. Nickey

Another pioneer lumberman, hailing from Indiana but a resident of Memphis for the past eight years, has gone to his reward in the person of A. B. Nickey, president of the Green River Lumber Company, Memphis; vice-president of Nickey & Sons, Inc., Memphis, and president of the Capilano Timber Company, Vancouver, B. C. His death occurred at the home of his daughter, Mrs. Alice Sanders, at Los Angeles, Cal., Saturday, August 4. His remains were brought to Memphis and interment took place there August 8.

Mr. Nickey was one of the most prominent lumbermen of Memphis, and was well known wherever hardwood lumber is bought and sold. He gave practically thirty-eight years of his life to the lumber industry, and he applied himself with such skill and energy that he amassed a fortune before his retirement from active identification with the lumber business about two years ago. He underwent an operation at Johns Hopkins Hospital at Baltimore in 1915 and never fully recovered therefrom.

Mr. Nickey was born in Allen county, near Ft. Wayne, Ind., in 1844, and was seventy-three years old. He is survived by his widow, by two sons, S. M. and W. E. Nickey, and by a daughter, Mrs. Alice Sanders of Los Angeles.

He received a public school education in which the blue-back speller was an important part of the curriculum, and then began carving out his fortune by opening up a tract of 160 acres of land in the then wilderness of Indiana. He raised all sorts of agricultural products on this farm, but he gave an increasing amount of attention each year to the growing of live stock, in which he met with marked success. In 1882 he began his connection with the hardwood lumber business under the partnership of Gandy & Nickey, which continued for eleven years, during which time hardwood lumber was manufactured in considerable volume. In 1893 he formed the A. B. Nickey & Sons Company at Auburn, Ind., in which his two sons were associated with him, and continued the manufacture of hardwoods. In 1896 the company removed its headquarters to Princeton, Ind., and established hardwood mills at Princeton, Huntingburg and Evansville, as well as at Owensboro and Calhoun, Ky.

In 1902 Mr. Nickey, together with his two sons, organized the Green River Lumber Company at Calhoun, Ky., taking in U. S. Lambert and John S. Dickson as stockholders. Mr. Nickey was president of this firm, which removed to Memphis in 1906, and which established the first mill in this city belonging to the Nickey interests. In 1909 Mr. Nickey and his sons came to Memphis, and in 1910 they organized the Nickey Brothers Hardwood Lumber Company, which established a big band mill and veneer plant here. In 1912 Nickey Brothers, Inc., succeeded the Nickey Brothers Hardwood Lumber Company. Meantime the old firm of Nickey & Sons Company began liquidation, which has just about been completed.

After removing to Memphis Mr. Nickey and his associates greatly increased their holdings of timberlands in Arkansas and Mississippi, and strengthened their grasp on the hardwood lumber industry of this section. They became increasingly prominent factors as the years passed, and when Mr. Nickey retired from business two years ago on account of his health he left his sons in charge of very handsome properties.

Mr. Nickey was noted for his public spirit and for his active support to the church and of charities of various kinds. He was a strong advocate of organization among lumber interests, and was prominently identified with the various hardwood lumber organizations, both national and local. Although rendered almost deaf by a severe illness when forty-five years of age, he did not let this handicap interfere with his aggressive business policy. He overcame that just as he conquered other problems he had to meet, and during the later part of his life enjoyed the fruits of the strenuous period of active labor which marked the passage from young manhood to his three score years and ten.

Commissioners Talk on Conditions

John R. Walker of Washington and Nelson C. Brown, two of the four commissioners appointed by the United States Government to visit European countries and study lumber trade conditions, especially with a view to filling the needs arising after the war in the way of reconstruction and otherwise, came to Baltimore July 26 and had a long conference with Harvey M. Dickson, secretary of the National Lumber Exporters' Association. They went with him over the territory to be covered by them and got valuable information in regard to the practices and usages in the export trade, Mr. Dickson having been for years engaged therein. The peculiar customs in the various countries and the rules to be observed were considered, and Mr. Dickson pointed out many of the problems which they would be called upon to face in their travels. The visitors were impressed with the extent of Mr. Dickson's information and paid him the compliment of saying they have received more hints of value here than at any other point they had touched. John L. Alcock of John L. Alcock & Co. was to have attended the conference, but owing to a change in the date of the latter a previous engagement intervened. The two commissioners expressed their profound appreciation of the facts placed before them. Mr. Walker was scheduled to leave about the end of this week for the other side, going to England, France, Belgium, Holland and Switzerland, while Mr. Brown is expected to depart some time next week from a Pacific port, traveling by way of Japan to Russia, and taking in Greece and various other countries. One of the problems to which both will give special attention is the exportation of Japanese oak, which is on the increase and promises to become a formidable competitor of American oak, not less than 10,000,000 feet having been sent to the Pacific coast.

The Japanese oak proposition is regarded as really a very serious one for the American exporters, who find this wood going into the markets of Great Britain and other Allied countries in increasing volume. The breaking out of the war caught several cargoes in English ports, and they were of course absorbed. Since then shipments have been made from time to time, and these shipments are stated to be on the increase. The receipt of 10,000,000 feet on the Pacific coast, as stated above, indicates that the home markets are in grave danger of invasion by Japanese oak. Australian

oak likewise has begun to cut something of a figure in the European trade and promises to divide the markets with American oak, having in Great Britain the advantage that Australia is a British colony and therefore likely to be favored.

The commissioners have been requested to give this problem careful attention and to go into all of its bearings, with a view to offer such suggestions as may enable the American exporters to meet the situation successfully.

Purchase Kentucky Timber

The Hutchinson Lumber Company of Huntington, W. Va., has purchased a tract of three thousand acres of timber in Floyd county, Kentucky, property having been owned by James Hatcher. It is understood that the Hutchinson company plans to build a band mill in Floyd county and to cut the Hatcher timber and other holdings which it owns in that vicinity. It is stated that the band mill will be erected at once.

C. Stowell Smith Resigns

C. Stowell Smith, who for several years had been chief of the Forest Service branch at San Francisco, Cal., has resigned to accept the position of secretary of the California White and Sugar Pine Association, with headquarters at San Francisco. Mr. Smith was known as one of the Forest Service's hardest workers, and he has a wide acquaintance among lumbermen of the United States, through his connection with lumber investigations. He is succeeded in the Government office at San Francisco by Carl A. Kupfer, who has been in the Forest Service a long time and will maintain the high standard of the California office.

Visit Lenox Sawmill Plant

The accompanying photograph shows W. B. Harbison of Defuniac, Fla.; J. T. Hughes of the Florida Sawmill Company, Paxton, Fla., and W. S. Whiting, president, Lenox Sawmill Company, who makes his quarters at



Elizabethton, Tenn. These gentlemen recently inspected the fine new plant of the Lenox Sawmill Company at Lenox, Ky. They desired to inspect the new mill, which is electrically driven, and also spent considerable time on the splendid timber on which the mill operates. Incidentally, one of the white oak trees in this tract contains 7,800 feet, log scale. The poplar tree in front of which the gentlemen are standing would scale about 4,160 feet as a conservative estimate.

W. S. Whiting, in addition to being president of the Lenox Sawmill Company, is owner of the big hardwood planing mill at Elizabethton and is president of the Boon Fork Lumber Company at Shulls, N. C. He is well known in hardwood manufacturing circles. Mr. Whiting is always interested in the application of scientific manufacturing and utilization methods. He has installed special machinery at his Elizabethton plant for pulverizing saw dust, shipments of which now average about \$8,000 a month.

W. D. Johnston, vice-president of the Lenox Sawmill Company, and president of the American Lumber & Manufacturing Company of Pittsburgh, who sent us the photographs, states that the Lenox mill is operating very smoothly and that the stock now in the yard is approximately two million feet.

Furniture Plant Resumes Operation

Word comes from Keyser, W. Va., that the plant of the Richardson Furniture Company will soon resume operations. It has been leased by R. G. Richardson of Keyser and certain Philadelphia capitalists. The new firm will be known as The Keyser Wood Working Company. Machinery and plant will be overhauled and soon be in operation.

Change in Machinery Company

The Hill-Curtis Company of Kalamazoo, Mich., announces to the trade that it has succeeded to the sawmill machinery business for many years conducted by the Wm. E. Hill Company, Kalamazoo, Mich., and the Curtis

Saw & Saw Mill Machinery Company, St. Louis, Mo. Both the Hill and Curtis lines of equipment will in the future be built at Kalamazoo, where all inquiries and orders for new equipment and renewals will be received and carefully attended to.

Organize New Wood Bending Company

With the modern processes of Frederic Schreiber, noted mechanical and electrical engineer of Belgium, the New Process Wood Bending Company has been incorporated at Kingston, N. Y. Mr. Schreiber has been demonstrating his bending methods, which have already had practical application, and as a result of the early successful tests the company has been organized and will shortly be in operation.

One series of experiments on wooden ribs for submarine chasers of red oak 3 inches by 2½ inches by 13 feet long showed very successful results. The piece of wood was bent on the three-inch side. The maximum depth of the bending was 3 feet 1 inch. Several half circles were bent one at a time of yellow pine 2½ by 2 inches, the circles having a diameter of 48 inches. Another experiment was made with three pieces of red oak placed one on top of the other, each of these pieces being 3 inches by 5½ inches by 13 feet long.

R. E. Wood Buys in North Carolina

Negotiations which have been carried on for some time past by R. E. Wood, president of the R. E. Wood Lumber Company, Continental building, Baltimore, Md., for timberland in North Carolina have resulted in the closing of a transaction whereby the Montvale Lumber Company, a subsidiary of the R. E. Wood company and timber holding corporation, comes into the possession of an extensive tract of timber in Swain county, North Carolina. It is stated that in due time arrangements will be made for the erection of a saw and planing mill. A statement regarding the matter given out by Mr. Wood is as follows:

Our Montvale Lumber Company, subsidiary company to the R. E. Wood Lumber Company, has purchased some lands in Swain county, North Carolina, on the Oconalufy river, above Cherokee, the Indian Reservation well-known through North Carolina. In addition to this purchase, we will handle other timber and within a reasonable time locate a plant in that near vicinity to take the hardwood lumber from about 27,000 acres.

With this arrangement there is an alliance with the Champion Fibre Company of Canton, N. C., with headquarters at Hamilton, O., of which Peter G. Thompson is the head, to handle the by-products, such as tannic acid wood from the spruce, chestnut, etc., and the Montvale Lumber Company will manufacture the hardwoods, which consist of fine poplar, ash, cherry, lynn and such other hardwoods well known in western North Carolina. The plant, when completed, will consist of milling capacity of about 50,000 feet daily and have a planing mill and dimension plant attached.

Organize in Texas

The Orange Hardwood Lumber Company, Orange, Tex., has been organized by W. A. Stark and U. S. Lambert, two well-known lumbermen of Memphis. It is announced that immediate steps will be taken looking to the construction of a band mill at Orange, with daily capacity of about 40,000 feet. The company has already secured contracts covering enough timber for ten years' operation. All kinds of Texas hardwoods will be produced. Mr. Stark will be president of the company and will remove to Orange, where he will make his headquarters. Mr. Lambert will be treasurer and will go at once to Orange, though his family will remain in Memphis for some months. Mr. Stark was in business with his brother, James E. Stark, until 1907, when he entered the milling business in Arkansas under the firm name of W. A. Stark & Co. He has cut out his timber holdings in that state, which accounts for the change in his location. Mr. Lambert came

to Memphis some twelve years ago from Princeton, Ind., to accept service with the Green River Lumber Company. Four years later he became sales manager and secretary of Nickey & Sons Company, remaining with that firm until its liquidation. Both of these gentlemen are experienced and capable hardwood men and their friends are predicting for them a brilliant career in their new field.

Wood's Density Retards Decay

The Southern Pine Association has published conclusions reached by Dr. S. M. Zeller after two years of investigation regarding the decay of wood. The tests were made with southern yellow pine, but the conclusions probably hold true of other woods, provided heartwood alone is considered. It is claimed that wood with wide growth rings decays more slowly than that of narrow rings, if a large part of the ring consists of dense, dark wood. The fungus which is responsible for decay does not work energetically in the dense wood which represents the growth which the tree puts on late in the season. This fact should be borne in mind in selecting timber for foundations or to be used in any situation where decay is likely to be active.

Texas Hardwood Enterprise

On August 1 Rex H. Brown became manager of the hardwood department of the Beaumont Lumber Company, Beaumont, Texas, of which company Ben S. Woodhead is president, W. A. Priddie vice-president, George N. Anderson secretary, H. C. Wiess treasurer, and W. L. Womack general sales agent. The hardwood department of this well known company was opened about two years ago and has since grown to large proportions and every prospect is favorable to a still further increase. The region tributary to Beaumont produces hardwoods of excellent quality and in quantities sufficiently large to guarantee ample supplies for a long time. These woods have won their way on their merit in the markets of the country for all purposes for which such hardwoods are used.

Pertinent Information

Foreign Commerce for May

The Government has published statistics of our foreign commerce for May of this year, including both exports and imports. The total business for the month was \$833,501,186. For the corresponding month last year the total was \$703,992,594. The total exports in May of this year were valued at \$552,795,022; total imports, \$280,706,164. The balance of trade in our favor totaled \$272,088,858. Our total foreign commerce for the eleven months ending with May, 1917, was valued at the enormous sum of \$8,972,727,761.

Forest Service Issues Price List

The Forest Service, through the Office of Industrial Investigations at Washington, issues a quarterly summary of prices on lumber. The list issued July 16, covering April, May and June, shows prices f.o.b. of certain reporting mills in Arkansas, Missouri, Louisiana, Mississippi, Alabama, Tennessee, Kentucky, Ohio, North Carolina and West Virginia on the different grades of ash, chestnut, cottonwood, gum, hickory, poplar and plain and quartered oak in red and white.



R. H. BROWNE,
Manager Beaumont Lumber Company,
Beaumont, Tex.



BEN S. WOODHEAD,
President Beaumont Lumber Company,
Beaumont, Tex.



R. E. WOOD,
R. E. Wood Lumber Company,
Baltimore, Md.

Thrashing Rivals to Death

The gray birch which overruns abandoned fields in New England is about as worthless a tree as cumbers the free soil of America. It is small and limby, and its only redeeming trait is that it is rather pretty and is full of light. It is probably the gamest fighter of the forest. It cannot grow in the shade of other trees, so it goes out into the abandoned fields where sunshine and air are plentiful, and the soil is so poor that few kinds of trees can grow there. It flourishes and soon covers the ground with thousands of young birches.

About that time a rival puts in an appearance. White pine seeds are carried by the wind, drop among the seedling birches, germinate in the cool shade cast in summer by the birch leaves, and in a short time a generation of young pines covers the ground as thick as hair on a dog's back. The birch seems to recognize the pine as a dangerous rival; for, if the pines are given half a chance, they will shoot up, overtop the birches, and shade them to death, but the birches see to it that the pines do not get half a chance.

The birch branches are long as whips and tough as rattan, and they begin to whip the leaves off the pines. Winds are strong on the New England hills, and they furnish the thrashing power, and the birch branches hit and cut to right and left, taking advantage of every wind that blows, until they strip the little pines of their foliage, and leave them to die of their wounds, and thus mutilated they are not slow in giving up their little ghosts.

This gives a black eye to the doctrine of evolution; for it is not a survival of the fittest. The white pine is a better tree than the gray birch, but it gets the worst of it when it infringes on the birch's preserves. In the same way, a horse is better than a yellow jacket, but that does not mean that the horse can nose with impunity round the yellow jacket's nest.

National Forests Almost Self-Sustaining

Report from Washington on the fiscal year ending in 1917 shows that the National forests are now almost self-sustaining. The total cost of operating is about \$4,000,000, while receipts were \$3,450,000. The bulk of this comes from timber business, grazing permits, and water power development permits. There are various other ways in which the Forest Service realizes a revenue from the National forests, and it is expected that in the next fiscal year, the income will more than exceed the cost of operations.

Celerity and Competence

The paragraph below is from an editorial appearing in a recent issue of the Chicago Herald:

General Goethals' picturesque but unhappy statements that "birds are still nesting in the trees out of which the wooden ships are to be built" has received a remarkable commentary in the record achieved in the construction of the military cantonments. Fairfax Harrison, chairman of the railroads' war board, has drawn attention to the fact that within five days trees growing in the Mississippi forests have been transformed into lumber and laid down at Louisville for the use of the army engineers. Trees felled on Saturday were kiln-dried on Sunday, loaded on Monday and actually delivered at the Kentucky camp on the following Wednesday. This unquestionably is a record in which both the lumber companies and the railroads may take a reasonable pride. That it is not exceptional is revealed by the fact that within thirty days of the time the first order was placed 12,000 carloads of lumber arrived at the training places for the National army. In this mobilization which necessitates the transmuting of the most peaceful of the great nations into an armed camp there have undoubtedly been some hesitation and blundering. But upon the whole an unprecedented task is being accomplished with marvelous celerity and competence.

The Embargo Situation

A circular sent out August 2 by W. W. Schupner, department manager of the National Wholesale Lumber Dealers' Association, gives the status of the railroad embargo on lumber in a number of districts, and improvements in the situation were shown in several important particulars. On July 9 a conference was arranged with the car service commission at Washington, and even before the meeting was held an improvement in the service was apparent. For instance, the Norfolk committee had been instructed, prior to that time, to issue no permits; but soon the order came to issue 100 permits a day. A few days later the authorized number was increased to 200 cars a day, via Norfolk; and within a week it was further increased to 300 cars daily, of which number 45 cars were assigned to New York delivery, 100 to New England, and 150 scattered. These 300 permits were in addition to 100 issued on shipments by way of Potomac Yard.

In the matter of the Hagerstown gateway, at which point the Norfolk & Western embargo became effective at midnight, July 22, they stated that there had been an increase of 310 per cent in the movement through this gateway, which had caused serious congestion. The opening of the Norfolk and Potomac Yard gateways, however, as above outlined, will help materially to relieve the congestion at Hagerstown, and it is expected that this embargo will be removed within the next few days.

About 68,000 cars have been ordered to the southern and southwestern states to relieve the shortage there, and 48,000 of the cars are reported to have reached that territory, and the others are expected in a short time.

The railroads are being called upon from time to time to move a vast amount of material for the Government's cantonments, of which there are

sixteen in all, each one of which will require about 800 cars of lumber, and altogether about 100,000 carloads of materials, which in itself is a task of no small proportions.

Exports of Wood Products

The figures have been published showing the export of lumber and other foreign products from this country during May, 1917, with comparisons with exports for the corresponding month last year. Totals are given below:

Commodity	1916	1917
Round logs	\$ 181,350	\$ 156,233
Firewood	16,669	16,313
Square logs	499,110	361,450
Lumber	2,286,052	2,774,704
Railroad ties	203,051	191,528
Shingles	3,799	15,439
Box shooks	230,468	190,429
Barrel shooks	79,791	267,378
Staves	308,071	200,544
Heading	12,035	27,488
Other lumber	350,959	223,541
Doors, sash and blinds	40,000	28,627
Furniture	275,218	326,801
Empty barrels	53,976	61,786
Incubators	6,000	19,020
Interior house finish	69,224	23,927
Woodenware	30,110	35,444
Wood pulp	85,399	112,829
All other	791,534	942,778
Total	\$5,523,426	\$5,956,379

Hardwood News Notes

< MISCELLANEOUS >

The American Bentwood Chair Company has been incorporated at Ashboro, N. C.

The Biloxi Ship Yard & Box Factory is building boats and manufacturing shooks at Biloxi, Miss.

Richard M. Coleman has been appointed receiver for the Meridian Manufacturing Company, Indianapolis, Ind.

With a capital of \$25,000, the Saginaw Sectional Book Case Company has been incorporated at Saginaw, Mich.

W. T. Holland has been appointed receiver for the Perkins Windmill & Engine Company, Mishawaka, Ind.

The Seymour Woodenware Company has been incorporated with a capitalization of \$10,000 at Seymour, Wis.

The capital stock of the Cleveland Chair Company, Cleveland, Tenn., has been increased to \$100,000.

A loss by fire has been sustained by the Sabine Tram Company, Deweyville, Tex.

The Pacific Northwestern Manufacturing Company, Seattle, Wash., has been incorporated to manufacture furniture; capital, \$100,000.

The Detroit Sash & Door Company has been incorporated at Detroit, Mich., as has the Champlin & Hobbs Box Company at Berwick, Maine.

At Charleston, W. Va., the Blue Tom Lumber Company has been incorporated.

The Bartelme Company of Illinois has been incorporated at Cairo to handle the business of the Bartelme Company coming through this point.

The Meridian Manufacturing Company of Indianapolis, Ind., has become an involuntary bankrupt.

The Saginaw Sectional Bookcase Company has started in the manufacture of sectional bookcases at Saginaw, Mich.

The Kittinger Furniture Company of Buffalo has been reorganized as The Kittinger Company.

< CHICAGO >

HARDWOOD RECORD is in receipt of notice of the death of John W. Shanahan, superintendent of the Bissell Carpet Sweeper Company of Grand Rapids. Mr. Shanahan died last month.

Richard J. Pender, representing E. A. Howard & Co., lumber merchants of San Francisco, passed through Chicago the early part of the week on his way East. Mr. Pender talked very optimistically of trade conditions on the coast, although he says trade has slackened off considerably in certain factory lines and in the building business. He gave the encouraging word that on account of means of getting shipments in Japanese oak, he is entirely out of the market, but he added that Japanese oak companies have announced to the trade that within a few months they will have new stocks to offer. Philippine mahogany also, according to Mr. Pender, is well cleaned up, so the field is now open exclusively to American hardwoods. Mr. Pender made the interesting observation that while San Francisco is decidedly a gum city, his company is selling more gum than any other wood in that territory, other important western centers scarcely know this wood and a good deal of introducing will be required before it is firmly and generally established. He said that the largest department store in Los Angeles has recently been finished in gum and that this will probably have a considerable bearing upon future markets for this wood.

Chas. Ransom of the Gayoso Lumber Company, Memphis, accompanied by Mrs. Ransom, passed through Chicago last week on his way to Lud-

ington, Mich., where he and Mrs. Ransom will spend some time in recreation.

C. B. Allen of the Allen-Eaton Panel Company of Memphis, Tenn., was in Chicago for a few days last week. Mr. Allen spent his time between the Congress hotel and the South Shore Country club, that is, when he was not working. He says that the fine new plant his company is putting up will be in operation very soon.

The Royal Store Fixture Company and M. Nafshun & Son & Bekovsky, both Chicago firms, have filed an involuntary petition in bankruptcy.

C. C. Kelly of Savannah, Ga., and Harry J. Schress, of Memphis, branch managers of the Clyde Iron Works, Duluth, Minn., were in Chicago for a couple of days this week en route home. They reported their annual conference was a very pleasant and profitable one and that their company's big shops were more active than ever in making specialties for their trade. Mr. Kelly says the inventive genius of the firm up there, Mr. Gifford, has another idea, and no doubt we will hear about that soon in the shape of a labor-saving, practical machine for the lumber trade.

Frank Robertson of the Ferguson & Palmer Company, Memphis, Tenn., was in Chicago for a couple of days this week and reports that the activities of his company are continuous. It looks like the hardwood trade after many years is coming into its own.

Charles S. Keith, president of the Central Coal & Coke Company, Kansas City, Mo., was in Chicago for a day this week after returning from the Coast. He is better, it is true, but is not yet able to give his full time to the work of his company or the big Southern Pine Association.

◀ BUFFALO ▶

The Buffalo Lumber Exchange held its first outing of the season down the river and around Grand Island on July 31. Nearly every hardwood yard was represented, together with many other yards and offices. A stop was made at Edgewater, where a baseball game was played between nines captained by Elmer J. Sturm and Fred M. Sullivan, the former team winning. The lumbermen were well looked after by the outing committee, which provided a fine spread. The return was made to the dock about 7 p. m.

Plans for the extension of the Curtiss Aeroplane Company are understood to call for the expenditure of \$5,000,000. The company a few days ago filed plans with the city for the erection of a new factory building to cost \$400,000.

Arthur W. McLeod of Washburn, Wis., and Evan J. Jones of Bradford, Pa., on July 31 were appointed receivers for the Montreal River Lumber Company of Saxon, Wis. The appointment was made in the United States court by Judge Hazel on the petition of Harry M. Jack of this city, who states that he is a creditor to the extent of \$5,000. The bond of the receivers was fixed at \$20,000. The liabilities of the company are estimated at \$160,000, with assets exceeding that figure. The assets include valuable and extensive timber lands, mills, locomotives and other property.

Receipts of lumber by lake for July were 8,131,000 feet, which is a small showing for a midsummer month, when in normal times cargoes are moving freely. In July of last year the receipts were 11,634,000 feet. Scarcely any hardwood cargoes figured in the total, it being found more profitable by the manufacturers to market their lumber further west. Total lumber receipts to August 1st this season were 22,186,000 feet, compared with 30,264,000 feet in the same part of last year.

By dint of the earnest efforts of some of Buffalo's lumbermen and their friends the local league baseball team has been put on a stronger financial footing. It all came about through the idea of having a few special days to give the club a boost. The first of these days was "Kreinheider Day," named for the commissioner-lumberman, the date being August 1, when a large crowd saw the Buffaloes win two games from Rochester. A military parade and drill accompanied the ball game. On the committee which arranged this affair were the following lumbermen: I. N. Stewart, chairman; Orson E. Yeager, C. Walter Betts, James B. Wall and John McLeod. It was a civic half-holiday, so the crowd in attendance was unusually large.

The Batavia & New York Woodworking Company, with plant at Batavia, has re-elected directors as follows: Herbert T. Booth, Charles H. Honeck, Henry Honeck and R. C. Scatcherd of Batavia and F. S. Bosworth of New York. The directors chose the following officers: President, Charles H. Honeck; vice-president, Henry Honeck; secretary and treasurer, Mr. Scatcherd.

Hugh McLean is attending a meeting of the officers and directors of the Bathurst, New Brunswick Lumber Company, being accompanied by several business associates.

◀ PITTSBURGH ▶

The Kendall Lumber Company is cutting a splendid lot of hardwood lumber at Cheat Haven, Pa., where it opened up one of the best hardwood operations in the state early in the summer.

The J. W. Willis Lumber Company, Washington Court House, O., has been shipping a big order for bridge and pontoon timbers which are going to France for army purposes.

J. W. Calland, assistant state forester of the Ohio State Experiment Station, at Wooster, O., is rounding up men from the Tenth Reserve Engineers Forest Regiment of Ohio. These men will go to France to cut timber, mine props, etc.

Building operations in Pittsburgh for July showed a total of \$1,375,752 as compared with \$876,259 for June and \$966,296 for July of last year.

The Sattler-Hamilton Lumber Company reports business very fair considering the mid-summer season. E. B. Hamilton, of this concern, has been making a long trip in the South lately.

The Acorn Lumber Company is fairly well satisfied with business up to a few weeks ago. Demand has fallen off considerably and there is more evidence of prices going up, especially in lumber sold to manufacturers.

Oscar H. Babcock of the Babcock Lumber Company reports some falling off in demand, but says that general business conditions are likely to improve in the fall. Shipping matters are slightly better on some roads than a few weeks ago.

J. F. Henderson, president of the Henderson Lumber Company, is doing a nice business with mining concerns in furnishing stock for new mines. Prices are very high as a result, and he finds that the wise purchasing agent is keeping his nerve and sticking to his old contracts, although now and then he is able to get a small amount of hardwood here and there at a bargain.

◀ COLUMBUS ▶

Word has been received by the officers of the W. M. Ritter Lumber Company that Jack Crichton, formerly in the employ of the company in Michigan and Canada, was killed while serving as an officer with a Canadian unit on the front in France. Jack Crichton was a brother of Innes Crichton, the London and Liverpool representative of the Ritter company. Young Crichton left the lumber business about eighteen months ago to take a course at an officers' training camp in Canada and was later transported to England to complete the course. His death soon followed his appearing at the front. He was born and reared in England.

The Kosse, Shoe & Schleyer Company has opened enlarged offices in the Carew building, Cincinnati, adjoining its old offices. Extra clerical and sales forces have been added. A. J. Boehm has been appointed manager of the general hardwood department of the business.

The Royal Distributing Company, Cincinnati, which has been doing a lumber business for some time, has changed its name to the Royal Lumber Company, in order that the name might be more truly representative of its business. Offices are at 528 Walnut street.

The Dwight Hinckley Lumber Company, Cincinnati, has increased its capitalization from \$40,000 to \$100,000. This increase has been made by transferring the \$60,000 from the surplus to the capital.

The Columbus Builders' and Traders' Exchange held its annual outing at Bismarck Park, southeast of Columbus, July 26, when members and their families to the number of 150 attended. Rain forced the evening program to be held indoors.

E. V. Ennis, Pioneer, O., has sold out to the Pioneer Lumber and Coal Company.

Ditzler & Woods, Willshire, O., have been succeeded by Dull & Woods.

The Wickliffe Lumber Company, Wickliffe, O., has been incorporated by F. A. Cramer, John H. Hogg, H. A. Bittner, S. P. Cramer and R. L. Toben with a capital stock of \$25,000.

Henry Leinbach, North Lima, O., is the successor to the J. M. Muntz Lumber Company.

The M. Borko Wrecking and Lumber Company has been incorporated at Cleveland with a capital stock of \$10,000.

The Pasadena Lumber and Supply Company, Dayton, has increased its capital stock from \$25,000 to \$50,000.

The Amherst Lumber Company, Amherst, has increased its capital stock from \$40,000 to \$50,000.

The Dover Wood Face and Lumber Company has recently begun manufacturing wood faces and interior finish.

F. B. Pryor of the W. M. Ritter Lumber Company reports a good demand for hardwoods, especially from manufacturing establishments. He says that manufacturers of furniture are now in the market, as their shows were fairly successful. Vehicle and box factories have been buying liberally.

J. A. Ford of the Imperial Lumber Company reports a good trade in West Virginia hardwoods with prices ruling firm in every particular.

A number of the Columbus lumbermen attended the annual outing of the Ohio Association of Retail Lumber Dealers and the Union Association of Lumber, Door and Sash Salesmen at Cedar Point August 3 to 5 inclusive. The meeting was featured by a meeting of the board of directors when considerable routine business was transacted.

◀ CINCINNATI ▶

The Pasadena Lumber & Supply Company, Dayton, has increased its capital from \$25,000 to \$50,000.

United States District Judge Hollister recently made an entry in the case of the Universal Machinery Corporation vs. The Kern Machine Tool Company, overruling the defendants' demurrer to the petition. On motion of the defendant it was given thirty days within which to file its answer.

In the matter of the K. & P. Lumber Company, Cincinnati, bankrupt, Otto Pfeiffer, attorney for the late Philip Renner, as trustee in bankruptcy of the lumber company's estate, filed a motion in United States district court for an order confirming the final account and report submitted by him on behalf of the late trustee. Edward G. Schriefer, who was appointed

trustee to succeed Mr. Renner, filed a motion for an order appointing the late trustee's attorneys as his attorneys.

Murray Shipley, vice president of the Lodge and Shipley Machine and Tool Company, and one of the original incorporators of the concern, has formally severed his connections with the company and has disposed of his interest to the heirs of William Lodge, recently deceased president of the company. J. Wallace Carrel, general sales manager, will be the chief executive of the company under the new regime.

The Richwood Lumber Company, Richwood, has incorporated with capital stock of \$10,000: Peter Kuntz, Sr., Peter Kuntz, Jr., Martin C. Kuntz, J. A. Payne, Louis C. Klipstine, A. R. Klipstine are the incorporators.

The Mahoning Lumber Company, Youngstown, recently incorporated for \$100,000. M. L. Gailey, Etta Boyd, H. H. Wickham, E. Maiden, Jr., and Louise M. Strahls comprise the directorate.

Everybody knows that the price of briar pipes has increased to such an extent that the article which the smoker formerly purchased for a quarter can scarcely be made now to retail for less than a half dollar. For a long time it was thought that imported briar-wood alone could be used to make a good pipe, but recently an American factory undertook to experiment with walnut, and successfully too, for after having made a simple little article in the shape of a congo pipe at an inexpensive price walnut wood is now being used to turn out pipes of every size and shape to retail at a quarter each.

A large Cincinnati pipe jobber states that many of these walnut pipes are now being marketed locally in competition with briar pipes, and that the percentage of burn-outs is extremely small. In fact, complaints have been so few that there is little reason to doubt that the article made of walnut wood is in every way as satisfactory as the popular briar-wood, while the lower price is certain to create a demand which will tax the capacity of many of the largest pipe factories of the country.

Representatives of the government, the British, French and Italian Missions, aircraft manufacturers and lumbermen will leave early next week for the Pacific coast to stimulate production of finished spruce for airplanes. The itinerary will include Seattle, Tacoma, Portland and possibly San Francisco.

—< CLEVELAND —>—

The Amherst Lumber Company, which has increased its capital from \$30,000 to \$40,000 within the past few years, again announces an increase from \$40,000 to \$50,000. The officers are W. Menz, president; George Holstein, vice-president; R. Lee Menz, secretary and treasurer.

The Wickliffe Lumber Company, Wickliffe, O., a suburb of Cleveland, has been added to the string of lumber yards through the East End of Cleveland more or less under the same management, including the Collingwood Lumber Company, the East Cleveland Lumber Company and the Glenville Lumber Company. Among the organizers of the new company are F. A. Cramer, S. P. Cramer, John H. Hogg and H. A. Bittner.

Dover Inn, the scene of many lumbermen's outings, was chosen as the place for the July outing of the Cleveland Lumber Club, of which F. T. Peitch, hardwood dealer, is secretary. The outing was held July 28. There was the usual ball game and the dinner at 6 o'clock. The trip was made in automobiles.

Shipping conditions in Cleveland have not become so bad as lumbermen were led to believe they would, and from all general reports there has been a slight improvement both in arrival of shipments and the supply of empties.

Cleveland's hardwood industries are not expected to be very hard hit by the impending draft. One hopeful sign is the tendency on the part of the local draft board to call aliens for examination in anticipation of their being allowed to draft them into the army. The situation is also being relieved by a rush of aliens for naturalization papers now that it appears practically certain that they will have to serve anyway. As Cleveland has about 40 per cent aliens of draft age the draft would practically sweep the city clean of native born young men, including many married, while the unmarried aliens would remain behind to take advantage of this situation. The justice of the uniform draft is being shown in the fact that its application is so broad that no one industry will be hard hit. In each fair sized plant there are from a half dozen to a score who will be called for examination in the first draft, but a certain percentage of these will be exempted.

—< INDIANAPOLIS —>—

Indiana lumbermen recently appeared before the Public Service Commission to enter a protest against the proposed increased freight rates on logs with the result that they were told to confer with the commission's rate expert to come to an understanding on their differences with the railroads. C. H. Barnaby, of Greencastle, Ind., was one of the leaders of the movement, and H. E. Daugherty of the Hoosier Veneer Company and H. J. Barnard of the Central Veneer Company, Indianapolis, also attended a meeting held here to plan for the appearance before the commission. A readjustment of the rates proposed by the railroads meant a slight advance in short haul tariffs. When the lumbermen agree with the commission's rate expert on tariffs, the decision will be placed before the commission for its approval.

Ishom Ross and Frank L. Clark, lumbermen of Columbus, Ind., recently purchased 115 black walnut trees for \$8,000 from a farmer living near

"IDEAL" Steel Burnished Rock Maple Flooring

is the flooring that is manufactured expressly to supply the demand for the best. It is made by modern machinery from carefully-selected stock, and every precaution is taken throughout our entire system to make it fulfill in every particular its name "IDEAL."

Rough or Finished Lumber—All Kinds

I. STEPHENSON CO., Trustees
Wells, Michigan

that city. The trees will be cut as soon as possible and the logs will be used in the manufacture of veneer.

Nathan Armstrong, eighty-six years old, a well-known lumberman of Anderson, Ind., died last week. He is survived by one son.

J. A. Berbster & Co., Rochester, Ind., have announced plans for the construction of a planing mill. Additions also will be made to the company's yards.

The Rochester Lumber and Coal Company has purchased a new site to extend its yards and storage facilities.

The circuit court at Shelbyville, Ind., last week named the Security Trust Company receiver for the Lindeman Wood Finish Company of that city. Suit for the appointment of a receiver was brought by William C. Patterson, president of the company, in order to force the retirement of Arthur E. Holdt, the company's secretary-treasurer and manager. Mr. Holdt recently was arrested in a Chicago hotel on the charge of making unpatriotic utterances against the United States and President Wilson. Other officers of the company assert that Mr. Holdt's actions have injured the good name of the company, and that they will demand his retirement. Mr. Holdt was fined \$100 and costs in a Chicago court following his arrest there. Officers of the company declare the concern is solvent and in a highly satisfactory financial condition. Mr. Holdt has announced that he will leave the country soon to go to South America.

The Clinton Lumber Company of Mulberry, Ind., has dissolved as a corporation.

The Knox-Hutchins Furniture Company and the Paoli Cabinet Company, both of Paoli, Ind., have consolidated under the name of the Knox-Hutchins Furniture Company. The consolidated company has a capitalization of \$200,000 and its directors are Samuel R. Knox, M. W. Hutchins and Edward L. Thorp. The company will continue to operate both plants. Additions have recently been completed to both plants.

The Bean Blossom Creek Lumber Company, a Connecticut corporation, has qualified to do business in Indiana, \$2,000 of its capital stock being represented in this state. Clifford H. Marsh of Helmsburg is named the company's agent.

—< EVANSVILLE —>—

R. F. Wheeler and J. S. Gilchrist have purchased the sawmill and chair factory of W. O. Tucker at Marion, Ky. They have taken charge of the two plants and will soon operate them.

John C. Keller, traffic commissioner of the Evansville Chamber of Commerce, and traffic manager of the Evansville Lumbermen's Club, has asked Edward Kramer, superintendent of the Indiana Free Employment Bureau, Evansville, to co-operate in steps to prevent extensive inroads on the labor supply of Evansville. Evansville manufacturers have expressed a fear that serious competition for labor may result from the withdrawal of men from the various industries for the national army and they wish to prevent outside agencies from taking men out of Evansville. For some time past the sawmill owners of Evansville and southwestern Indiana have been seriously handicapped for the want of labor. Even unskilled labor in some instances has been hard to get and the wages paid this class of labor are the highest in many years. Mayor Benjamin Bosse, president of the Globe-Bosse-World Furniture Company, said a few days ago that because of the labor problem he estimated the output of the furniture factories in Evansville will be cut at least twenty per cent between now and the first of next January.

The contract has been let for the building of the new plant for the Cottage Building Company of this city that will be located at the corner of Governor and Canal streets. The present home of the company at 500-510 Walnut street will be vacated. The new plant will be a one-story building and will be erected at a cost of \$15,000. The building will be 148 by 63 feet, and will be erected in a manner that will make future additions possible, as the firm is expecting to add another story and to enlarge the plant within the next two years.

Members of the Evansville Lumbermen's Club were the special guests of the Evansville Furniture Manufacturers' Association on its annual summer outing that was held on the steamer Prince and barge Princess on the Ohio river here, Tuesday, August 31. The afternoon and evening were spent in

**WE MANUFACTURE bandsawed, plain and quarter sawed
WHITE AND RED OAK AND YELLOW POPLAR**

We make a specialty of Oak and Hickory Imple-
ment, Wagon and Vehicle Stock in the rough.

—Your inquiries solicited—

ARLINGTON LUMBER CO., Arlington, Kentucky

Wistar, Underhill & Nixon

Real Estate Trust Building
PHILADELPHIA, PENNSYLVANIA

CHOICE DELTA GUM Dry and Straight

**The following stock is in excellent
condition, ready for immediate shipment**

5/4 No. 2 Common & Better ASH.....	15,000'
4/4 No. 2 Common & Better BASSWOOD.....	25,000'
5/4 No. 2 Common & Better BEECH.....	150,000'
5/4 No. 3 Common BEECH.....	340,000'
3/4 No. 1 Common & Better BIRCH.....	55,000'
4/4 No. 1 Common & Better BIRCH.....	58,000'
4/4 No. 2 Common & Better BIRCH.....	29,000'
4/4 No. 2 Common BIRCH.....	120,000'
3/4 No. 3 Common BIRCH.....	12,000'
8/4 No. 2 Common & Better BIRCH.....	16,000'
8/4 No. 3 Common BIRCH.....	10,000'
4/4 No. 1 Common & Better HARD MAPLE.....	50,000'
6/4 No. 2 Common & Better HARD MAPLE.....	25,000'
8/4 No. 2 Common & Better HARD MAPLE.....	150,000'
10/4 No. 2 Common & Better HARD MAPLE.....	15,000'
4/4 No. 3 Common HARD MAPLE.....	40,000'
5/4 No. 3 Common HARD MAPLE.....	250,000'
3/4 No. 3 Common HARD MAPLE.....	100,000'
4/4 No. 2 Common & Better SOFT ELM.....	68,000'
4/4 No. 3 Common SOFT ELM.....	110,000'
6/4 No. 2 Common & Better SOFT ELM.....	36,000'
4/4 No. 2 Common & Better SOFT MAPLE.....	50,000'

IDEAL
HARDWOOD
SAWMILL



Are putting in pile every month two and one-half
million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan

We have the following dry stock to offer:

**One Car of
10/4" No. 3 Common
Rock Elm**

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.
WISCONSIN AND MICHIGAN HARDWOODS

puts. Games and dancing and at 6 o'clock a fried chicken supper was served. Mertice E. Taylor, secretary of the Evansville Lumbermen's Club, proved to be one of the prize dancers on the boat. About 250 people took in the trip.

J. C. Greer of the J. C. Greer Lumber Company has returned from a business trip to New Orleans and the South. On his way home he stopped a few days at Louise, Tenn., Cumberland Furnace, Tenn., and Lone Oak, Tenn., where he inspected the company's stave mills. These three mills turn out staves for tobacco hogsheads and have been busy for the past several months. Bert Tisserand, who has charge of the hardwood lumber end of the J. C. Greer Lumber Company, reports trade active at this time and says that July showed a gain over the corresponding month of last year.

Claude Wertz of Maley & Wertz, hardwood lumber manufacturers, has returned from a business trip to Chicago, Grand Rapids and Indianapolis. He says he found the lumber business very good in those three cities. This firm recently submitted a bid to the United States navy department to furnish it with a lot of ash, hickory, elm and gum.

The next regular monthly meeting of the Evansville Lumbermen's Club will be held at the new Hotel McCurdy on the second Tuesday evening in September.

Oscar Klammer, well-known table and furniture manufacturer, has returned from a business trip to Chicago and the Northwest.

D. B. MacLaren of the D. B. MacLaren Lumber Company reports that there has been a nice picking up in his line during the past few weeks and he expects fall and winter trade will be quite lively.

J. F. Reitz, head of John A. Reitz & Sons, and president of the City National Bank, has returned from a business trip to Chicago.

< LITTLE ROCK >

Bids are being asked by the District Forester at Washington, D. C., on 96,500,000 feet of timber to be sold from the Arkansas National Forest. It is estimated that there are 8,900,000 feet of short leaf pine, and 15,600,000 feet of white, red and black oak timber. The minimum price on short leaf pine is \$2.75 per thousand, and the minimum price on the oak timber is \$3 per thousand. Sealed bids will be received by the District Forester at Washington or by the Arkansas National Forest Supervisor at Hot Springs, up to and including September 19, 1917, and this time may be extended thirty days upon the request of responsible parties desiring additional time for the examination of the timber, or for other reasons in the discretion of the forester.

Announcement has been made here that the Mitchell Wagon Company of Racine, Wis., one of the oldest concerns of the kind in the country, has ceased to exist as a corporation, and that all of its stock and most of its machinery has been sold to Deere & Co. for its plant at Fort Smith, Ark.

The Forrest City Manufacturing Company, which is incorporated under the laws of Wisconsin, last week filed a certificate with the Arkansas secretary of state announcing the appointment of D. C. Johnson of Forrest City as its agent for service in Arkansas.

The Henry Shreve Lumber Company of Texarkana has recently filed articles of incorporation showing a capital stock of \$100,000. W. J. Dorsey is president, M. L. Johnson is vice-president and Leslie C. Green is secretary and treasurer of the new company.

The Cotton Plant Stave Company of Cotton Plant, Ark., has also recently filed articles of incorporation with the secretary of state of Arkansas. This concern has a capital stock of \$8,000, and its officers are R. R. James, president; J. L. Keith, vice-president, and W. S. Henzie, secretary and treasurer.

< LOUISVILLE >

The principal drawbacks to the hardwood industry at the present time consist of but two things, car shortage and labor shortage. In some sections of the South cars have been fairly plentiful, while in other sections the government lumber movement has resulted in a very short supply, and in spite of capacity loading trouble has been experienced in getting orders out, this condition extending even to plants located on main line roads. At the present time collections are slow, but this is probably only a temporary condition, and improvement is looked forward to. The labor situation is steadily growing worse, and every branch of the lumber industry is feeling the shortage. Local lumbermen report that good labor can hardly be had at any price, while the demand is steadily increasing, and the outlook is for a continuation of existing conditions until peace is declared, and that even then the chances are that labor wage will never get back to former levels. At the present time the government contractors at the local cantonment are offering \$5.50 for a ten hour day to carpenters, \$7.50 for Saturdays, and \$10 for Sundays, making \$45 for a full week. Labor has been brought in from Indianapolis, Chattanooga and other points, and over 7,500 men were employed on the camp during the first week in August. The work is about fifty per cent done, and in spite of extremely hot weather, and some trouble with union men, the construction is progressing rapidly, now that material is on hand to keep things going.

The Louisville Hardwood Club recently received a letter from Admiral McGowan, Paymaster General of the Navy, under the title of "Information to Lumber Stocks." The club is requested to send in the names of all of its members to be placed on the navy mailing list so that the

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members may be furnished with schedules of naval lumber requirements. A portion of the letter reads: "Also we would be glad to receive stock lists with prices f. o. b., your mills or yards, with approximate freight rates to Washington, D. C., Philadelphia, Norfolk and New England points, carrying a Boston rate. In this connection, your attention is called to the special rate made to the government by land grant railroads." Club members expect to follow this advice, and will figure on what they can furnish at all times, whether it is the full amount called for or not. In many cases lumbermen have been in the habit of throwing such schedules in the waste basket where the full number of items could not be bid upon, but with the shortage in hardwoods and the big demand it is said that in the future dealers and manufacturers will bid on such items as they can furnish, even though not on the complete schedule. In bidding on specified widths and lengths in many cases bids can be placed on random widths and lengths, and if plainly stated in the bid there are cases where the government is glad to consider such bids, if prices are right, and properly extended on the bid. Heretofore the local lumbermen have not given much attention to such bids, but expect to pay more attention to them in the future.

Whether the hardwood business will ever get on a mail order footing or not is hard to say, but it is reported that within the past few months there has been a decided tendency to order by mail, consumers finding difficulty in obtaining their requirements so long as many concerns have short stocks, and can not guarantee prompt deliveries. Many concerns in this district have been doing practically no traveling within the past few weeks, not having the material to offer, but have been flooded with orders received by mail, and as a whole every one is getting all the orders they can handle. Business is booming at the present time, and with prices advancing accordingly, it being said that the building trades and flooring manufacturers are about the only ones that are not busy.

Announcement was made a few days ago of the wedding of Stewart McLean of the Wood-Mosaic Company, New Albany, Ind., to Miss Kathleen Bullett, daughter of a banker of Louisville. Mr. McLean is a son of W. A. McLean, head of the Wood-Mosaic Company. Young McLean came into the concern after leaving Indiana University, where he made a fine showing in athletics.

W. R. Willett, head of the W. R. Willett Lumber Company, recently stated that while the general demand was good and prices are right, it is hard to find lumber for sale, or to find just what is wanted to fill many orders that are offered. However, business has been good, and the company has made a fine showing this season.

Harry Kline of the Louisville Veneer Mills is back on the job again after having spent a few days at French Lick. H. E. Snyder, secretary-treasurer of the company, has been spending much of his spare time in a new Dodge touring car within the past few weeks of hot weather.

J. G. Brown of the W. P. Brown & Sons Lumber Company is keeping pretty busy this summer in hustling around from one mill to another, the company now having such a string that it is no easy job to pay mill visits any longer. Preston Joyes, assistant to President T. M. Brown, is the proud father of a fine girl baby.

Having been keeping close to business for several years Barry Norman, head of the Holly Ridge Lumber Company, has decided to take a vacation. He will rest up at Old Point Comfort, and then tour the East. For the past few years he has been very busy either in Louisville or the South, but feels that now is a good time to take a vacation, as the demand is so great that there is no worry about selling lumber.

George E. Wilcox, Jr., in the timber and lumber business with his father, who operates mills at Sunflower, Miss., and in Bullitt county, Kentucky, as well as a lumber yard in Louisville, surrendered to the police of Louisville recently, stating that he was probably wanted in connection with the death of Robert Hunter, a negro who was formerly employed at the plant. In an altercation with the man young Wilcox struck him so hard, with his bare hand, that the negro later died in the hospital at Louisville. Mr. Wilcox was released on a \$1,000 bond, after being slated on a charge of involuntary manslaughter.

The demand for all grades of hickory has increased to a point where consumers are advertising for requirements. The Turner, Day & Woolworth Handle Company, Louisville, has been advertising for hickory delivered at its Bowling Green, Ky., plant, offering the following prices, which are about one-half cent per billet over prices offered last year. The schedule is as follows: extra grade, cut 40 inches long, 5c per handle; No. 1 grade, 40 inches, 3½c; No. 2 grade, 40 inches, 2½c. In addition to hickory handles the company manufactures ash handles, and uses much maple, dogwood, etc., in manufacturing textile shuttles. Its newest line is persimmon golf club heads, manufactured in the rough.

Charles C. Mengel, head of the Mengel Box Company, and connected with the C. C. Mengel & Bro. Company, mahogany and walnut manufacturers, accompanied by Mrs. Mengel, has gone East, where he will spend a vacation of several weeks.

Lumbermen of Louisville and the South were surprised to hear of the sudden death from heart trouble of Charles Wellington Burt, Lexington, Ky., who died at Lima, O., while on a business trip in an auto to Chicago. Mr. Burt came to Kentucky twenty-five years ago, when he left Cornell and took charge of the Burt-Brabb Lumber Company of Ford, Ky., controlled by his father, Wellington Burt, a wealthy lumberman of Saginaw, Mich. He later married Miss Mary Belle Haley of Lexington, and purchased the old Toe Water estate, which was remodeled and named



5825' Ky. Soft Yellow Poplar

American Lumber & Man'g Company

Pittsburgh, Pennsylvania

Exclusive Selling Agents

Soft Textured
OAK White and Red
Plain and Qtd.

Yellow Poplar

Sawn at Lenox, Ky., by
LENOX SAW MILL CO.

Dry Stock

- 2 cars each 4/4 FAS—No. 1, No. 2
and No. 3 Com. Poplar
- 2 cars each 4/4 FAS & No. 1 Com.
Plain White Oak
- 1 car each 4/4 FAS & No. 1 Qrtd.
White Oak
- 10 cars Oak Timbers, 6x8 to 12x12"
10 to 16'



BRIDGEPORT STANDARD

SERVICE IDEA IN INCREASING LUMBER SALES

Retail Lumber Dealers: Make sure that the ultimate purchaser of the lumber you sell is satisfied. Sell Lumber on a SERVICE Basis. Show your customer how to get the latest finished effects on your product—Lumber.

Let us tell you about the advantages of a Bridgeport Standard Service Department in connection with your business—a Co-operative Service Idea that has the support and indorsement of leading lumber associations.

We specialize in Paint and Wood Finishing Products for the Lumber Trade. Write us about any painting and wood finishing problems you may have, stating the wood and describing the finish desired. Prompt and efficient service rendered to your customers by mail, if you will give us the details.

BRIDGEPORT WOOD FINISHING CO.
NEW MILFORD, CONN.

New York

Chicago

Boston

Authorities on the correct painting and finishing of all woods
Write us about your problems

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Harris, McHenry & Baker Co.
LUMBER AND MILL WORK

Elmira, N.Y.

November
 9th,
 1915.

Paepcke Light Lbr. Co.,
 Chicago,
 Ill.

Gentlemen:-

We are using your Red Gum lumber in the manufacture of our high class interior trim and general planing mill work.

This gum is giving excellent satisfaction, being highly graded, soft texture, good widths, and long lengths, also dry, straight and flat.

Respectfully,
Harris, McHenry & Baker Co.

Dict.
 BEN/LO.

Of course it is true that

Red Gum

is America's finest cabinet wood—but

Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

"Alleghen Hall" Mr. Burt was forty-eight years old, and is survived by his wife, three daughters, his father and several relatives living in Michigan. He controlled large timber interests in Alabama, and during the past year spent much time in that district.

The increased development of mines in eastern Kentucky is responsible for an increased demand for oak and other timber and lumber in that district. At the present time P. A. Paddock, manager of the Cambridge Coal Company, Harlan, Ky., is advertising for prices on a car of two-inch oak plank.

Edward Berger, thirty years old, president of Dawkins Brothers' Company, Ironton, O., recently died at his home at Ashland, Ky., of typhoid fever, having been taken ill at Norfolk, Va., and brought home. He is survived by his wife and two small children.

An amendment has been filed to the charter of Fulton, Conway & Co., Louisville jobbers of vehicle woodwork, blacksmith's supplies, single-trees, etc. The capital is increased from \$100,000 to \$150,000. A. G. Whitley is president of the company.

What is said to be almost a record price for walnut was that paid by Ross Brothers, mill operators of Columbus, Ind., who recently paid Walter Nugent of that city \$8,000 for 115 walnut trees, bidders from Indianapolis, Louisville, Cincinnati and other points bidding for the trees.

A. R. Humble & Son, Somerset, Ky., recently closed a deal with the Stratemeyer Lumber Company, Cincinnati, for all of the lumber on 5,000 acres of land, it being estimated that it will cut about 8,000,000 feet of hardwood.

At Louisville the engagement of Miss Margaret Elizabeth Klein, daughter of Junius C. Klein, an attorney, to Harry C. Inman of the Inman Furniture Company and the Inman Veneer & Panel Company, has been announced. The wedding will take place the latter part of August at the summer home of the bride's parents at Chautauqua, N. Y.

The new plant of the Inman Veneer & Panel Company is nearing completion, and will shortly start operations, manufacturing principally compounded woods. The housing capacity of the new plant is 125,000 feet of lumber, while the yardage is about 2,000,000 feet. Work started on the plant on March 25 and most of the machinery is now installed.

◀ MILWAUKEE ▶

The Mandt Wagon Works, Stoughton, Wis., owned by the Moline Plow Company, will erect a mammoth dry kiln, 120x276 feet, of frame construction, containing forty compartments, each 13x25x16 feet in size. A large dry shed, 70x70 feet, will be erected in front of the present brick dry kilns.

The Maibohm Wagon Company, Racine, Wis., which has been manufac-

turing automobiles for more than a year, has reorganized under the laws of Maine as the Maibohm Motors Company, capital stock \$500,000.

The Milwaukee Basket Company, with works at South Milwaukee, has increased its capital stock from \$30,000 to \$50,000 to accommodate the growth of its trade volume.

The Coye Furniture Company, Stevens Point, Wis., maker of furniture and bookcases, has changed its name to Joerns Bros. Furniture Company.

The Republic Phonograph Company, Manitowoc, Wis., has been incorporated with \$200,000 capital stock to manufacture talking machines and other musical instruments, fixtures, furniture, etc. The incorporators are Frank B. Keefe, T. C. McCullough and Alton Ripley.

The Marsh Refrigerator Service Company, Milwaukee, builder of refrigerator cars and ordinary freight cars, is trying the experiment of employing women for handling lumber and now has between twenty-five and thirty at work. Preference is given to women whose husbands are or may have to serve in the army. So far the experiment is regarded as a success. The Holland Piano Manufacturing Company, Menomonie, Wis., is employing six women in places formerly occupied by men.

The John Week Lumber Company, Stevens Point, Wis., recently loaded what is probably the largest carload of lumber that has ever left a Wisconsin mill. A Michigan Central gondola was loaded with 50,004 feet, consigned to the United States government at the Rockford (Ill.) cantonment. The lumber weighed 110,000 pounds. The largest previous carload contained about 35,000 feet.

The Advance Furniture Company, Sheboygan, Wis., has been consolidated with the Art Furniture Company of that city. Julius Kretschman, proprietor of the Advance company, is president of the Art concern.

The Guernsey Lumber Company, Guernsey, near Saxon, Wis., on the D. S. S. & A. line, lost its saw and planing mill by fire on July 31. The loss is estimated at \$20,000, fully covered by insurance. It is believed that the fire resulted from lightning. J. S. Levitt is local manager.

The A. W. Schram Manufacturing Company, Ladysmith, Wis., has changed its corporate style to Ladysmith Chair and Furniture Company and will enlarge its plant because of the large volume of unfilled orders accumulating. L. Niemeyer, Grand Rapids, Mich., has joined the company as factory superintendent.

The Von Platen Lumber Company, Iron Mountain, Mich., has recently enlarged its operations in the woods and added considerable new equipment, including a 50-ton Lima locomotive. The woods force now consists of 160 men and about 175 men are employed in the mill at Iron Mountain.

The Bruemmer Bros. sawmill, Bruemmersville, near Algoma, Wis., closed down August 1 for a month to make necessary repairs and replacements.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

→ For Greatest Range of Uses ←

and

Easiest Handling

buy the

Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

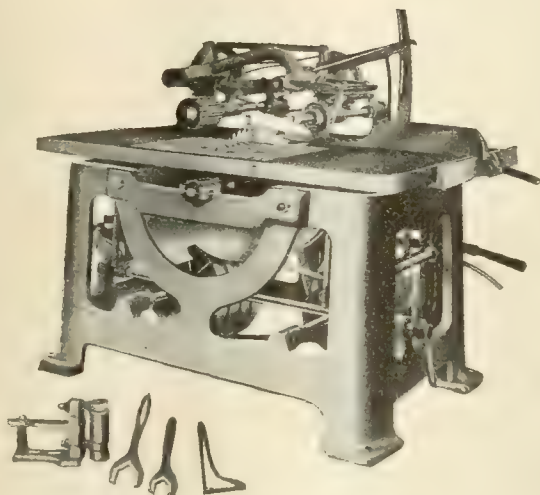
has a positive and powerful feed which handles the heaviest material the sawmill takes just as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA



The "HOOSIER," the rip saw which makes profitable dimension manufacture and grade refining at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it—Will you?

The Northwestern Lumber Company, Stanley, Wis., has discontinued its offices at Eau Claire, Wis., and will concentrate all administrative work at the mills in Stanley.

The Diamond Lumber Company, Green Bay, Wis., operated night shifts for several weeks recently while engaged in filling government orders for lumber for army cantonments. Shipments were made by trainloads.

The lumber, lath and shingle mill owned by G. M. Collins at Amberg, Marinette county, Wis., was destroyed by fire on July 22.

The Sheboygan Couch Company, Sheboygan, Wis., is enlarging its plant and will install much new power and manufacturing equipment.

The Wisconsin Textile Manufacturing Company, Manitowoc, Wis., knitting mill supplies, has combined with the Alberts & Meyer Manufacturing Company, house trimmings and special furniture, and the consolidated concerns will concentrate operations in the Alberts & Meyer plant, which later will be enlarged. Gus C. Kirst is president and Oscar Alberts is secretary-treasurer and general manager.

The M. Stryk box factory at Lublin, near Withee, Wis., was totally destroyed by fire recently. The loss is \$16,000, with no insurance.

The Winton Timber Company, Wausau, Wis., has increased its capital stock from \$250,000 to \$500,000.

The Welsh Land Company, Madison, Wis., has been incorporated with a capital stock of \$30,000 by Stanley C. Welsh, P. L. Menner and Frank Jacobs.

The Caloric Company, Janesville, Wis., manufacturing fireless cookers, has taken a large contract for phonograph and other musical instrument cabinets.

Work has been started on the erection of a new planing mill for the Rib Lake Lumber Company at Rib Lake, Wis. It will be electrically-driven throughout. H. P. Welch is construction engineer.

Hamm & Brown, Elkhorn, Wis., who purchased a large tract of oak, cherry, elm and basswood timber on the north shore of Lake Como, Walworth county, Wis., last year, are now sawing the timber at the rate of 8,000 feet a day and expect to get 500,000 feet out of the tract. A 56-inch portable sawrig is being used. Practically the entire lot has been disposed of to furniture factories.

The Wisconsin Potash Company, Shawano, Wis., is installing four new tanks, a new boiler and steam pump and other equipment to double the capacity. The company makes a 90 per cent pure grade of refined potash, which is shipped east.

The Auto Body Company, Appleton, Wis., organized in February, has increased its capital from \$15,000 to \$25,000 and engaged W. W. DeLong, architect, Appleton, to prepare plans for a complete new manufacturing plant. G. C. Seeger is general manager.

The Mitchell Motors Company, Racine, Wis., has taken over the entire plant of the Mitchell Wagon Company, Racine, which has sold its business and stock to Deere & Co., Moline, Ill. Mitchell standardized wagons henceforth will be manufactured by the Deere interests at their Fort Smith (Ark.) plant. The motor company will use the wagon works for manufacturing automobile bodies exclusively.

The Menasha Woodenware Company, Menasha, Wis., has presented each employee, regardless of age, with a free insurance policy under the group plan.

The Langlade Lumber Company, Antigo, Wis., started operations in its new planing mill early in August with a force of forty men. A feature of the mill is the loading system, consisting of a 600-foot platform on a depressed track, permitting of loading with a minimum of lifting and manual labor. Fred H. Shaw is superintendent.

The Chas. W. Fish Lumber Company, with mills at Birnamwood and Elcho, Wis., has completed its new sawmill at Antigo, Wis., and is cutting between 45,000 and 50,000 feet daily, making a total output for the three mills of 200,000 feet a day. A new planing mill will be erected at Antigo immediately. M. H. Keenan, formerly of the Keith & Hiles Lumber Company, Crandon, Wis., has been appointed general manager of the Antigo plant.

C. W. Gould and L. M. Mueller, associated with the Portland (Ore.) office of the United States Forest Service, have been transferred to the Forest Products Laboratory at Madison, Wis., to assist in lumber investigation work.

Work will begin soon on the first unit of the new refrigerator and freight car manufacturing plant of the Lipman Refrigerator Car & Manufacturing Company, Beloit, Wis., a \$500,000 corporation organized by Carl E. Lipman. The original investment will be about \$75,000.

Wesley J. Hoehle, for twenty-eight years associated with the Crocker Chair Company, Sheboygan, Wis., and for five years secretary of the corporation, has resigned and will take a long rest. He started work for the company in 1889 in a minor clerical position.

The Phelps-Hackley-Bonnell Company, Phelps, Wis., has completed the transfer of the machinery and equipment of the Peshtigo (Wis.) Lumber Company's sawmill to its new mill at Phelps, erected to replace the plant destroyed by fire last winter. John Berquist leaves the Peshtigo mill to become engineer of the Phelps plant.

The Konz Box & Lumber Company, Black Creek, Outagamie county, Wis., has been incorporated with a capital stock of \$25,000 by F. A., Margaret and Elizabeth Konz.

Bloecher Bros. have completed a cut of 40,000 feet of maple and hemlock for C. L. Just at Whitcomb, Wis., and now are preparing to saw the tim-

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Plain & Qtd. Red & White OAK AND OTHER HARDWOODS

Even Color

Soft Texture

MADE **(MR)** RIGHT OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

Mr. Just is negotiating for the purchase of the Seely mill at Wittenberg.

Articles of incorporation have been filed by the Seymour Woodenware Company, Seymour, Outagamie, Wis. The capital stock is \$10,000 and the incorporators are Roy Talbot and F. A. Konz. The company will manufacture cheese boxes, barrels, and other wooden containers.

The case of Emma Foral against the Holt Lumber Company, Oconto, Wis., to recover \$10,250 damages for the death of her husband on Jan. 16, 1915, is being heard in the circuit court at Wausau, Wis., having been transferred on two changes of venue.

The Wisconsin Soap Company, Wausau, Wis., has opened its new potash plant and already is preparing to erect a large addition to make it the biggest in Wisconsin.

Objection to his discharge from his debts has been filed by creditors of F. C. Heise, bankrupt, formerly doing business as the Oshkosh (Wis.) Box & Lumber Company. It is charged that Mr. Heise did not keep sufficient records of his business and made false statements regarding his affairs and financial transactions.

Contracts for school seats, opera chairs and furniture for the new \$150,000 high school at Ashland, Wis., have been divided among the American Seating Co., Chicago; Northwestern School Supply Co., Minneapolis, and Kewaunee Mfg. Co., Kewaunee, Wis. The furniture contracts total about \$12,000.

George C. Swallow, senior member of the lumber firm of Swallow & Hopkins, Winton, Minn., and a prominent capitalist of Milwaukee, died August 1 after a long period of indisposition. He was seventy-six years of age.

John J. Kingsbury, senior member of Kingsbury & Henshaw, sawmill and flour mill owners, Antigo, Wis., died August 1, aged sixty-five years. Mr. Kingsbury was one of the best known lumbermen of northern Wisconsin.

The Hardwood Market

< CHICAGO >

Chicago cannot boast anything out of the ordinary in the volume of speed of its present business. There is a distinctly noticeable lessening in demand for many woods in the usual lines of factory consumption. Still, in spite of this there continues to be the old feeling of buoyancy, because where one line steps out still another steps in, and the prospects are that whatever direction normal outlets work into, the ever broadening call resulting from war needs will act as a business stabilizer. There is still no suggestion of change in values other than change for the better, and hardly the possibility, as far as anyone can foresee circumstances accurately, of sufficiently lessened demand, except possibly for veneers, to effect any real change.

< BUFFALO >

The Buffalo hardwood yards are laying in a large assortment of lumber in anticipation of a car shortage. It is expected that this fall cars will be more difficult to get than for a long time, and should this happen the local market will be well prepared for it. At present, less trouble is experienced in getting cars than was the case a few weeks ago, but this improvement is not expected to last long. With the crops and the war preparations, cars are expected to be in great scarcity within a few weeks.

The largest demand continues to be in the factory trade. Concerns which are making various products of use in war are having about all the business they can handle. Other concerns, including furniture factories, are not so fortunate, and a period of comparative dullness is in evidence. The building trade has had a setback also as compared with a year ago, and few large buildings are going up, except such as are needed to extend factories that are cramped for space.

The demand runs to maple, oak, ash and one or two other woods most strongly. Thick stock of all kinds is in good sale. Prices are generally firm, though some easing up in plain oak quotations is reported. The temporary larger car supply has given the mills a chance to make shipments of some of their back orders and they are now looking for more new business. Low grades are in as active demand as for some time past and they are being rapidly picked up as offered.

< PITTSBURGH >

The mid-summer season finds hardwood men much busier than the ordinary run of lumbermen this year. Demand for hardwood lumber of all kinds is keeping up well. There is no surplus of stock anywhere. Country mills have all they can do to keep lined up with demand. This situation is the more acute because of the shortage of labor and demands during the harvest season which this year is unusually late. Inquiry from purchasing agents of manufacturing concerns is first-class. Prices paid by them are mostly at the seller's option. The railroad demand keeps up well and the trade with the mining companies is better than ever at this season. The only place where there is a real falling off in business is in the yard trade, which is very disappointing.

< COLUMBUS >

Strength was the chief feature of the hardwood trade in Ohio territory during the past fortnight. Buying on the part of factories continues good and this is the best feature. Concerns making boxes and vehicles are good customers and the same is true of furniture factories, which are now in the market. The mid-summer shows of the furniture manufacturers were fairly successful, indicating a good demand for hardwoods.

Retailers are buying only what is necessary to replenish stocks and are slow in stocking up for the future. Certain items are rather scarce. Most of the retail orders are for immediate delivery. As a result of improvement in the railroad situation the exasperating delays of the early part of the year are gradually disappearing.

Prices are firm in all localities. Former levels, which have prevailed for some time, are well maintained and every change is upwards. Mill stocks are not as large as formerly. One of the big features is the demand for the lower grades. This is true not only of oak and poplar but also of chestnut and other woods. Collections are good in most sections, as money is easy.

Plain and quartered oak is in good demand. Poplar is strong, especially the lower grades. There is a good demand for chestnut at former levels. Ash and basswood are moving well. Other hardwoods are unchanged.

< CINCINNATI >

A more than fair movement of the higher grades of hardwoods tends to keep the local situation in a healthy condition, even though various circumstances are mitigating against the general tone. While the greater portion of the business being done is in the upper grades, the movement of the lower grades has been of sufficient volume to color the market nicely. A slight amelioration in the car situation in this district also had a beneficial effect upon the market. The building of immense army cantonments is having its effect upon the local market, and those in position to know say the government is getting the lumber in the quantity and quality wanted and shipments are being made reasonably on scheduled time. Some reports have it that the lumbermen are far behind in their government contracts, but what has been let in this district apparently is going through in nice manner.

While the local demand is pretty evenly distributed, it may be said that plain white oak has had an unusually heavy run. Prices are mounting and shipments for the most part are going through in pretty fair shape and orders are steadily growing larger. More business probably has been done here in plain white oak recently than for many weeks. Red gum also is in better demand than formerly, the furniture concerns being especially good customers. Poplar has been moving well and continues to have a good call. Prices have strengthened materially. Hickory users are calling for more than they can get, the demand far exceeding the available supply, and in this instance also prices have advanced. The demand for ash is fair, although not gaining in comparison with poplar, gum and white oak. Box manufacturers are running full blast trying to keep up with the immense demand made upon them by the government and individual munitions makers. Their request—or more rightly expressed urgent demand—for lower grades of lumber suitable for box making is exceptionally heavy. The vehicle industry is undergoing considerable of a boom—motor and horse drawn conveyances reporting a very busy summer.

Their demand upon the hardwood dealers in this section is much more voluminous than a few weeks back. Gum is beginning to rival black walnut in some respects in its popularity with the gum manufacturers, a request having sprung up rather recently for gum from these concerns being very heavy. Walnut, however, continues to sell in its usual heavy volume to the gun makers.

Spruce lumbermen are having all the business they can possibly attend to from the airplane manufacturers. Seemingly all available spruce at present is going into the manufacture of flying machines. Beech and birch, two Northern standbys, continue to sell in large volume, both being popular with the interior finishers. Students of the market here are of the opinion that if the present volume of business keeps up well into the fall the last half of the present year will show a big gain over the first six months when the year's business is footed up after the New Year.

< CLEVELAND >

A weakening of the hardwood market has been noticeable in Cleveland in the past fortnight, although it is the general opinion that this condition is only temporary and does not forecast a general condition. The weakening can be accounted for partly either by the general slackening off during the vacation and hot season, and also the fact that the country is at ease for a moment before plunging into the real task of winning the war.

The average of prices in general remains the same in spite of the weakening, and in a few special cases prices are even stronger. Finishing oak in general has shown a slight decline, although this cannot be said of oak flooring, which is in especial demand, as it has been for many weeks. Maple flooring and all substitutes for it are equally in demand.

Another wood which shows a weakening is ash. Prices for birch continue firm at present levels. Although the demand has fallen off slightly,

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3 cars..1" Com. & Bet. Red
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6 cars,
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SOFT ELM

1 car.....1 1/2" No. 2 & Bet.
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HARD MAPLE

2 cars.....1" No. 2 & Bet.
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Prices Right
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Southern Stock

RED OAK

2 cars.....3/4 Com. & Bet. Plain
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1 car.....2" No. 2 & Bet. Plain

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Can furnish anything in Oak, air dried
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175 M 1" FAS
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50 M 1½" FAS
50 M 1½" FAS
70 M 2" No. 1 C. & Btr.
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RED GUM

50 M 1½" No. 1 Com.
20 M 2" FAS
50 M FAS Qt'd
25 M 2" No. 1 Com. Qtd
12 M 2" No. 1 C. & Btr. Fig.
MAPLE
20 M 2" Hard Bending

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OAK LUMBER
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the holders of this wood still hold it closely at the old figure, which has been constant for the past several months. The demand for elm continues good. This wood has shown great strength and the price has been constantly rising. An advance of 10 to 15 per cent has been registered in FAS grade.

The furniture trade is taking most of the gum sold in the Cleveland market, and this quantity is not small at present. Although not common as yet, gum is showing more and more popularity in Cleveland as an interior finish.

The higher grades of poplar are not active in this market, but the demand for box lumber has brought in a large quantity of the lower grades. Practically all the poplar handled in Cleveland consists of lower grades for box requirement, which have become increasingly active on account of the war goods being manufactured in the Cleveland district. This trade is expected to reach exceptional proportions in the near future, and the box companies are putting away many thousands of feet at present prices. A number of the larger box makers are bringing their own stocks in from up the lakes on their own boats, and this has a tendency to depress the local market, but the volume of business demanded for immediate requirements is not small among the makers who do not have these facilities.

INDIANAPOLIS

The demand for hardwoods is light except for lumber to be used directly or indirectly for war materials, but despite this fact prices are well maintained. Building operations are making an unusually light drain on yard stocks, and sash and door manufacturers report that business is rather dull. Building operations during July dropped off 60 per cent under the total for the corresponding month of 1916.

Although the wholesale trade reports that furniture manufacturers are buying as heavily as might be expected for the mid-season period, they have hopes that this demand will be strengthened. Indications are that the furniture plants will have a very active season. Reports from the smaller furniture markets where crop conditions will no doubt have an influence on business conditions say that business will be heavy.

Truck, vehicle, and farm implement manufacturers, whose business is being influenced directly by war orders, are heavy buyers for the kind of stocks used in such industries. The future for a heavy business with farm implement manufacturers is said to be exceedingly bright as orders for 1918 deliveries are arriving in good volume.

Labor conditions are very unsatisfactory, as nearly all mills and large consumers report a shortage of men. Despite high wages that are being paid, manufacturers are experiencing difficulty in keeping their working forces intact. Fears are expressed on every hand that the raising of the new national army will have a bad effect on labor conditions.

Cars are not so plentiful as they were a few weeks ago, and the car shortage is expected to become more acute as the government's demand for rolling stock grows. Many mill owners report difficulty in obtaining an adequate supply of logs.

EVANSVILLE

Trade with the lumber manufacturers of Evansville and southern Indiana is fairly good, considering the fact that this is usually considered the dull time of the year. July brought in a fair amount of business and manufacturers predict that August, 1917, will be a better month than August, 1916. Only one of the large hardwood mills in Evansville is now being operated on full time. The river mills have been closed for some time and it is not known when they will resume operations. Manufacturers report a scarcity of logs, and not many logs from the South will come here before the first of September, it is predicted. One large local hardwood concern is getting logs from two timbered tracts that were recently bought near this city. Log prices are a great deal higher than they were this time last year. The demand for lumber continues good.

Some time ago the furniture manufacturers decided to hold off from buying lumber for a while, as they figured by doing this lumber manufacturers would be glad to sell and might reduce the price. They failed in their calculations. The government started some time ago buying lumber at good prices and this has created a demand that was not anticipated before the United States entered the war. There is a scarcity of thick ash, due largely to the fact that the government has been buying it up in large quantities. There is also a strong demand for No. 2 common beech, as the government is still in the market for this lumber. The demand for elm and hickory, as well as for the lower grades of poplar, continues strong. Collections are reported first-class and the crop conditions in this section are encouraging. Lumber manufacturers predict a good fall and winter business and look for prices to remain firm with an upward tendency. Building operations are not quite so active as they were this time last year, yet later the contractors expect to see a revival. Little residence building is going on. Planing mill men and sash and door men say that trade is only fair at present.

MEMPHIS

The hardwood situation here continues wholesome. There is a very good demand, although it is not quite so aggressive as it was a short time ago. The off season is at hand and this is accompanied by the usual lull in buying. But, despite this fact, there is considerably more than

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

an average business under way for this time. Prices are firmly maintained. Practically every member of the trade believes that there is going to be an unusual demand for southern hardwoods during the fall and winter and they are taking care of their present holdings by refusing to press them on the market, and they are likewise putting forth strenuous efforts looking to the production of an increased amount of lumber. Logging and manufacturing operations are being pushed in every direction and as efficiently as possible. It is recognized that there is a shortage of southern hardwoods compared with normal, and it is further recognized that, with demand well above the average, the present holdings must go an unusually long way. Strained relations between supply and demand are regarded as inevitable for some time, but manufacturers are seeking to relieve this condition by producing more stock than they normally manufacture at this season.

There is an excellent call for cottonwood and gum in the lower grades. The supply of these is sharply below the needs of the trade, and manufacturers of box shooks are free to confess that they are not able to operate their plants as fully as they would like because of this fact. Prices, it is needless to say, are quite strong. FAS sap gum is in excellent call and a reasonably active demand is noted for FAS red in both plain and quartered. Cottonwood box boards are scarce and strong, and there is a full movement of the same material in firsts and seconds. Ash occupies quite a strong position. Demand for this is broadening and the supply is not keeping pace with the call. There is a steady tone on oak. The higher grades of plain and quartered red and white are moving at a satisfactory rate, while there is no let up in the demand for common stock in either plain or quartered. Manufacturers of oak are facing the future with an unusual degree of confidence because of the revival of demand for oak furniture, because of the large call for stock for the manufacture of truck and other vehicle bodies and because of the prospect that the work of the American oak manufacturers in behalf of oak will greatly increase the outlets for this wood. The call for hickory is insistent, while the movement of cypress is reported good in both the higher and lower grades. There is little poplar for sale in this center, and what is offering is being readily taken.

← LOUISVILLE →

Instead of slowing up during the hot summer months the local hardwood lumber business is showing a steady increase month by month for the year. At the present time orders are more plentiful than lumber, the most interesting feature of the present day business being the greatly increased demand for lumber to be used in furniture manufacturing, there also being a good call for veneers, fitches, glued up stocks, etc. Walnut and poplar are among the active items in the furniture trade, while quartered oak, plain oak, and other materials, including gum, are very active, the mahogany demand being steady. In tough fibred woods oak, elm, ash and hickory are in big demand by wagon, truck, auto and other manufacturers, and the government demand has been so great that thick oak and ash are nearly out of sight. Cottonwood, beech, maple and hickory are very scarce, but in good demand. High grades are moving readily for various requirements, while general industries are busy, and the demand for low grade lumber is very heavy from the box manufacturers. The labor situation is affecting production of various items, and surplus stocks are not being laid up rapidly, a few mills getting logs while others are having trouble in getting logs as well as getting them cut. Many concerns have not been looking for new business during the past month, and have been well content with getting old orders cleaned up and shipped. At the present time the government demand for plain oak is so great that it is said prices are bound to advance, and that a shortage may develop.

← MILWAUKEE →

The acute shortage of labor and the appearance of strike troubles in the northern hardwood belt are the main causes of concern among woods and mill operators at this time, although considerable apprehension has been caused in recent days by the discovery of forest fires in widely separated sections. On Aug. 1 the Sawyer-Goodman Company at Marinette was obliged to suspend operations because of a strike in its mills when the company refused to grant the men an advance of 25c a day. Even logging operations have ceased for the time being. The employers are as obdurate as the men. The organization of forestry regiments for overseas service and culinary brigades for the eight cantonments for the new national army is taking a large number of men from payrolls, accentuating the labor shortage which has been enhanced by the departure of many members of the national guard to mobilization camps. The outlook at this time is anything but promising, as it is practically impossible to get new men in some districts. Others, however, report conditions yet fairly satisfactory. The outbreak of forest fires has caused some alarm, particularly in the vicinity of the Menominee reservation near Shawano, Wis. The national guard unit at Shawano was called out on Aug. 1 to combat fires which are reported to have destroyed the sawmill at Keshena and were sweeping down upon the government plant at Neopit. Reports from other sections, however, are not nearly so alarming as these. Mills which received contracts to furnish lumber for the construction of army cantonments are completing these orders and will then be able to handle their regular business and get back on sawing hardwoods to a much greater extent than during the last month or two.

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White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
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We have for sale 1 car 3" FAS Poplar; 1 car 4 1/4" Clear Sap Poplar, 5-16" wide; 1/2 car 4 1/4" Panel Poplar, 18" & up wide; 1 car 3 1/2" No. 1 Common Ash; 2 cars 4 1/4" FAS Sap Gum; 1 car 5-4 FAS Plain Red Oak; 1 car 4 1/4" No. 1 Common & Better Red Oak.

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Manufacturers of Hardwood Lumber, Oak & Poplar especially
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High Grade
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For permanent position at mill located on rail road in Arkansas. Give references, state age, if married and salary expected. Address
WALDSTEIN LUMBER CO., St. Louis, Mo.

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Acquainted with West Virginia and Ohio hickory producers. Must be strictly sober and energetic. Good references required.

Address "BOX 72," care HARDWOOD RECORD.

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Of Hardwood lumber operation. 20 years' experience. Have been successful with my own mills and as buyer and seller in wholesale hardwoods. Address "BOX 82," care HARDWOOD RECORD.

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When you want good Salesmen, write the Empire State Association of Lumber, Sash & Door Salesmen, J. H. RUMBOLD, Sec'y, North Tonawanda, N. Y.

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500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

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TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

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Land for sale. Borders Tombigbee River, navigable the year round, 1½ to 3 miles L. and N. R. R. Timber Oak, Gum, Ash, Cypress, Elm, Beech and some Pine. Fine location for hardwood mill. Other tract borders. Land is very fertile and productive. Price \$75,000; ½ cash. I will sell timber without land, price \$45,000 cash; 12 years to remove. Middleman need not answer. G. B. EVINGTON, OWNER, Oak Chia, Ala.

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WANTED—CRATING STRIPS

6/4x2", also 3", also 4" also 6", Crating Strips. 5/4x3", also 4", also 6" Crating Strips. Band Resawn, Rough; either Yellow Pine, Poplar, Basswood, Gum or Tupelo.

Will want solid cars each width; can take one to five cars each width for immediate shipment. Quote cash price delivered Pittsburgh, Pa., rate. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

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We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

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WANTED—OAK, ASH & HICKORY

1½, 2, 2½, 3 & 4" Indiana, Ohio or Michigan preferred. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

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1" thick, 1x8" and up wide by 8' and over long in 1 & 2s also selects. In lots of 500 ft. or more. Pay cash. E. L. EDWARDS LBR. CO., Dayton, O.

WANTED—WHITE ASH

1" to 4" in thickness, all grades. Will pay cash and inspect at mill.

BUFFALO HARDWOOD LUMBER CO.,
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CLEAR DIMENSION STOCK
PLAIN WHITE OAK

2"x4½"x44"
1½"x1½"x37"
2"x2"x40"

HARD OR SOFT MAPLE

1"x5"x17"	¾"x5"x17"
1"x6"x17"	¾"x6"x17"
1"x2½"x20"	¾"x2½"x20"
1¼"x3½"x19"	¾"x8¼"x19½"
1½"x2¼"x18½"	¾"x6¼"x15"

PINE, HEMLOCK, BASSWOOD, POPLAR,
GUM, SOFT MAPLE

¾"x1¼".
18", 22½, 23½, 25, 25½, 51%, 55%".
4"x26%".

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LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

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300 M feet 4/4" S. W. Chestnut
200 M feet 5/4" S. W. Chestnut
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1,000,000 feet 4/4" No. 2 Com. Birch
50 carloads Birch, Beech, or Hard Maple, sound stock, S2S to 3/4" and cut 22¼" long.
Address "BOX 80," care HARDWOOD RECORD.

LUMBER FOR SALE

FOR SALE—BIRCH.

2 cars 10/4 No. 1 Com. & Bet.
2 cars 12/4 No. 1 Com. & Bet.
5 cars 5/4 No. 1 Com. & Bet.
5 cars 4/4 No. 1 Com. & Bet.

Send us your inquiries.

BUFFALO HARDWOOD LUMBER CO.,
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KENTUCKY SOFT TEXTURED STOCK

Manufactured by
Lenox Saw Mill Co., Lenox, Ky.,
for quick shipment

Kentucky Soft Yellow Poplar
4000' 4 4 Panel Poplar 18" & up
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6000' 4/4 7 to 12" Sap
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6000' 4/4 #1 Com. & Better 2½" to 5½" Strips
24000' 4/4 #2 Com.
28000' 4/4 #3 Com.
2500' 8/4 #2 & #3 Com.
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6000' 4/4 #4 Com.
Kentucky Soft White Oak
6000' 4/4 FAS Quartered
18000' 4/4 FAS Plain
16000' 4/4 Select Plain
12000' 4/4 #1 Com. Quartered
12000' 4/4 #2 Com. Quartered
22000' 4/4 #1 Com. Plain
12000' 4/4 Clear Face Quartered Oak Strips 3½" to 5½"

Kentucky Soft Red Oak

6000' 4 4 FAS
6000' 4 4 #1 Com.
6000' 4/4 #2 Com.
18000' 4/4 Core Stock
16000' 4/4 #4 Com.

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250M SETS OF ST&B

For #2 Box, made of 1 1/2" rotary cut Yellow Pine. For shipment at intervals during the next 12 months.

JOHN L. MOORE,
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1 car 2x2—40" clear dry Gum, Oak & Ash, 50% Gum with 25% 2 1/2 x 2 1/2—40".

1 car 2x2—2S, 30 & 32" Clr. dry Ash with some 2 1/2 x 2 1/2's, mostly 32's.

Write for delivered prices.

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TIMBER FOR SALE**FOR SALE—1800 ACRES**

Gum and Oak timber in Arkansas; \$20 per acre. Four miles from railroad, with logging road from timber to railroad. Good location for mill. Good place to buy logs, and splendid opportunity for anyone wanting timber.

Also 4500 acres (largely oak) in Tennessee; \$10 per acre. This is a big bargain.

Address "BOX 75," care HARDWOOD RECORD.

DIMENSION STOCK WANTED

WANTED—CLEAR OAK DIMENSION
1 1/2", 1 3/4", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

VENEERS FOR SALE**FOR SALE**

1 car Quartered White Oak Veneer backing boards 1/4" to 3/8" thick.

W. T. THOMPSON VENEER CO.,
Edinburgh, Ind.

LOGGING EQUIPMENT FOR SALE**IMMEDIATE SHIPMENT**

McGiffert log loader, now standard gauge, will change gauge to suit, engine 18x20 swinging boom, loader first-class condition; inspection invited.

GREAT BARGAIN.

Guyan Machine Shops, Logan, W. Va.

MACHINERY FOR SALE**FOR SALE—25,000 CAPACITY**

Saw and Planer Mill, all in good running order. LONDON LBR. CO., Mist, Ark.

BUSINESS OPPORTUNITIES**WANTED—BAND MILL**

To lease saw by thousand or buy, preferably in or near Cincinnati. Address "BOX 77," care HARDWOOD RECORD.

IMPORTANT—I CONTROL 4

Sawmills cutting hardwood and pine, own planing mill and complete woodworking plant. Desire to sell plant or connect with parties who can finance and handle output.

L. S. FOWLER, Milledgeville, Ga.

WISCONSIN & NORTHERN R. R.

solicits correspondence with responsible lumbering firms who are looking for a sawmill location. Territory carries enough virgin timber to supply mills for several years. Choice sites; good logging conditions. For particulars write,

HARRY PETERSON,

Industrial Dept., Wis. & Nor. R. R. Oshkosh, Wis.

HARDWOODS FOR SALE**LUMBER
ASH**

NO. 1 & 2 C., white, 4 1/4", good width., 50% 14-16', 2 yrs. dry; NO. 1 C., brown, 4 1/4", good width., 50% 14-16', 2 yrs. dry. ATLANTIC LUMBER CO., Inc., Buffalo, N. Y.

NO. 2 C. 4 1/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 2 C. white, 8/4, usual width. and lgth., 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 6 1/4", 10" & up, 8 to 16'; FAS 8 1/4", 10" & up, 14 to 16'; FAS 12 1/4" & up; FAS 6 1/4 & 8 1/4", 12" & up; FAS 10 1/4, 6 to 7"; NO. 1 C. 6 1/4 & up. DUDLEY LUMBER CO., Memphis, Tenn.

COM. & BTR. 16 1/4". GAYSO LUMBER CO., Memphis, Tenn.

FAS 5/8". COM. & BTR., black, 4/4. HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4 1/4, 6" & up. W. O. KING & CO., Chicago, Ill.

FAS 10 1/4 & 12 1/4", 6" & up, reg. lgth., 4 mos. dry. NICKEY BROS., Memphis, Tenn.

LOG RUN 4 1/4", reg. width. & lgth., 4 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS white, 5/4 & 8 1/4", 6" & up; FAS 5 1/4", 6" & up, 8 to 10'; FAS 4 1/4 & 8 1/4", 10 to 12" & up. RIEL-KADEL LUMBER CO., Memphis, Tenn.

FAS 12 1/4", reg. width. & lgth., 3 mos. dry; NO. 1 C. 5/8", reg. width. & lgth., bone dry;

NO. 1 C. 4 1/4", reg. width. & lgth., 2 mos. dry; SWAIN ROACH LUMBER CO., Seymour, Ind.

FAS 4 1/4"; NO. 1 C. & BTR. 12 1/4". WOOD-MOSAIC CO., New Albany, Ind.

FAS, brown, 4 1/4", 6" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

BASSWOOD

NO. 1 C. 4 1/4", good width., 50% 14-16', 2 yrs. dry. THE ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS 6 1/4", NO. 2 C. 5/4 & 6/4. BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 10 1/4", mostly 5 to 7" wide, usual lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 6 1/4", 4" up; NO. 1 & BTR., 1/2 & 1/2, 5" & up. W. O. KING & CO., Chicago, Ill.

NO. 2 C. & BTR. 4 1/4", 4 mos. dry. WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

BEECH

LOG RUN 8 1/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

NO. 2 C. & BTR. 4 1/4" reg. width. & lgth., 10 mos. dry, full log run; NO. 3 C. 5/8 to 6/4, reg.

width. & lgth., 4 mos. dry; NO. 2 C. & BTR. 8 1/4", reg. width. & lgth., 6 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

NO. 1 C. 4 1/4", 1 yr. dry. ELIAS & BRO., Buffalo, N. Y.

LOG RUN 6 1/4 & 8 1/4", reg. width. & lgth. SWAIN-ROACH LUMBER CO., Seymour, Ind.

LOG RUN 4 1/4", 10 mos. dry. WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

NO. 2 C. & BTR., 6 1/4". WOOD-MOSAIC CO., New Albany, Ind.

BIRCH

FAS & NO. 1 C., white, 4 1/4", good width., 50% 14-16', 2 yrs. dry. THE ATLANTIC LUMBER CO., Buffalo, N. Y.

LOG RUN 8 1/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS, SAP, 5/4, 10/4 & 12 1/4"; NO. 1 C. 4 1/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 2 C. & BTR. 4 1/4", reg. width. & lgth., 6 mos. dry, full log run; NO. 3 C. 4 1/4" reg. width. & lgth., 6 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

FAS 4 1/4, 5/4 & 6 1/4", 5" & up, kiln dried. W. O. KING & CO., Chicago, Ill.

CHERRY

FAS 4 1/4", good width., 50% 14-16', 2 yrs. dry. THE ATLANTIC LUMBER CO., Buffalo, N. Y.

CHERRY

NO. 1 C. & BTR. 4 1/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8"; COM. & BTR. 4 1/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS 4 1/4", 10" & wdr., av. width. 15 1/2", 40-50%, 14-16". WOOD MOSAIC CO., New Albany, Ind.

NO. 1 C. aromatic, 4 1/4". BUFFALO CEDAR HARDWOOD LUMBER CO., Buffalo, N. Y.

CHESTNUT

SD. WORMY & NO. 2 C. 4 1/4", 5/4, 6/4 & 8 1/4". ATLAS LBR. & MFG. CO., Cincinnati, O.

FAS & NO. 1 C. both 4 1/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4 1/4 to 8 1/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4 1/4", 12" & up, 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 1 C. 4 1/4", 6" & up. W. O. KING & CO., Chicago, Ill.

COM. & BTR. 4 1/4", 5 mos. dry. WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

FAS 4 1/4-8 1/4", 6" & up, std. lgth., 18 mos. dry; NO. 1 C. 4 1/4-8 1/4", 4" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

COTTONWOOD

NO. 1 C. & NO. 2 C. both 4 1/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

NO. 1 C. 4 1/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

CYPRESS

NO. 1 SHOP 4 1/4"; NO. 2 C. or BOX 4 1/4". ATLAS LUMBER & MANUFACTURING CO., Cincinnati, Ohio.

NO. 1 & 2 C. 8 1/4", reg. width. & lgth., 3 to 6 mos. dry; NO. 1 SHOP & BTR. 12 1/4", reg. width. & lgth., 4 mos. dry. F. T. DOOLEY LUMBER CO., Memphis, Tenn.

ELM—SOFT

LOG RUN 8 1/4 & 10 1/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

LOG RUN 6 1/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

FAS 12 1/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

FAS 8 1/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

LOG RUN 8 1/4". GAYOSO LUMBER CO., Memphis, Tenn.

NO. 2 C. & BTR. 12 1/4". RIEL-KADEL LUMBER CO., Memphis, Tenn.

LOG RUN 8 1/4", reg. width. & lgth., dry. E. SONDHEIMER CO., Memphis, Tenn.

LOG RUN 4 1/4, 10 1/4 & 12 1/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

LOG RUN 12 1/4", reg. width. & lgth., 3 mos. dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 2 C. & BTR. 12 1/4". RUSSE & BURGESS, INC., Memphis, Tenn.

GUM—SAP

FAS 4 1/4", 6-12". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS 4 1/4, 5/4 & 8 1/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 3/4 & 5/4". J. H. BONNER & SONS, Memphis, Tenn.

FAS 4 1/4 & 8 1/4", Kraetzner-cured; NO. 1 C. 6 1/4", Kraetzner-cured. GEO. C. BROWN & CO., Memphis, Tenn.

FAS 5/8". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 & NO. 2 C., both 4 1/4. J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

FAS 4 1/4", reg. width. & lgth., 3 mos. & over dry. SWAIN ROACH LUMBER CO., Seymour, Ind.

FAS 4 1/4 & 8 1/4", 6-12", 60%, 14-16", 6 mos. dry; NO. 1 C. 6 1/4 & 8 1/4", red. width., 60%, 14-16", 6 mos. dry. J. W. WHEELER & CO., Memphis, Tenn.

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HARDWOODS FOR SALE

GUM—PLAIN RED

FAS & NO. 1 C. 5/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.
 NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.
 NO. 1 C. 3/4". J. H. BONNER & SONS, Memphis, Tenn.
 COM. & BTR., 4/4, 5/4, 6/4 & 8/4", Kraetzer cured. GEO. C. BROWN & Co., Memphis, Tenn.
 NO. 1 C. & BTR. 6/4", av. width. very wide, largely 14-16", 8 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 FAS & NO. 1 C. 4/4". RUSSE & BURGESS, INC., Memphis, Tenn.
 FAS 8/4", reg. width. & lgth., dry; FAS FIG., 4/4", reg. width. & lgth., dry. E. SONDEHEIMER CO., Memphis, Tenn.

GUM—QUARTERED RED

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
 NO. 1 C. 4/4". J. H. BONNER & SONS, Memphis, Tenn.
 COM. & BTR., 4/4, 5/4, 6/4, 8/4, 10/4 & 12/4". GEO. C. BROWN & CO., Memphis, Tenn.
 NO. 1 C. & BTR. 6/4", av. width. very wide, largely 14-16", 8 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 COM. & BTR., 8/4", red. 8-4". GAYOSO LUMBER CO., Memphis, Tenn.
 COM. & BTR. sap 8/4". GAYOSO LUMBER CO., Memphis, Tenn.
 COM. & BET. FIG. 5/8, 3/4 & 4/4", 4" & up, reg. lgth., 8 mos. dry; NO. 1 C. 4/4", 4" & up, reg. lgth., 6 mos. dry; COM. & BTR. 8/4", 4" & up, reg. lgth., 6 mos. dry. NICKEY BROS., INC., Memphis, Tenn.
 FAS FIG. 4/4". RUSSE & BURGESS, INC., Memphis, Tenn.
 FAS FIG. 4/4", 6/4 & 8/4", reg. width. & lgth., dry. E. SONDEHEIMER CO., Memphis, Tenn.
 NO. 1 C. 4/4", reg. width., 60%, 14-16", 8 mos. dry. J. W. WHEELER & CO., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
 LOG RUN 6/4". J. H. BONNER & SONS, Memphis, Tenn.
 COM. & BTR., 8/4, 10/4 & 12/4". GAYOSO LUMBER CO., Memphis, Tenn.
 LOG RUN 4/4", reg. width. & lgth., 8 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
 NO. 1 C. 4/4-16/4", 4" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
 NO. 1 C. & BTR. 4/4 & 5/4", usual width. and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
 NO. 2 C. & BTR. 4/4". DUDLEY LUMBER CO., Memphis, Tenn.
 NO. 2 C. & BTR. 5/4", reg. width. & lgth., 2 mos. dry; NO. 2 C. & BTR. 3/4", reg. width. & lgth., 20%, 12" & up, 9 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.
 FAS 8/4", 8 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.
 FAS 4/4", 6" wide. W. O. KING & CO., Chicago, Ill.
 NO. 1 COM. & BTR. 4/4 & 5/4", good widths. & lgths.; NO. 2 C. & BTR. 3/4", good widths. & lgths. KERRY & HANSON FLOORING CO., Grayling, Mich.
 NO. 1 & 2 C. 4/4", 3 mos. dry. WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

MAPLE—SOFT

NO. 1 C. & BTR. 8/4, 12/4 & 16/4". RIEL-KADEL LUMBER CO., Memphis, Tenn.

OAK—PLAIN RED

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
 FAS 10/4", usual width. and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 5/4: NO. 1 & 2 C. 4/4, 5/4, 6/4 & 8/4". GEO. C. BROWN & CO., Memphis, Tenn.
 FAS 1/2 reg. width.; NO. 1 C. 3/4", 4-8 1/2"; NO. 2 C. 5/8", reg. width. R. J. DARNELL, INC., Memphis, Tenn.
 FAS 8/4", reg. width. & lgth., 8 mos. dry. F. T. DOOLEY LUMBER CO., Memphis, Tenn.
 NO. 2 C. & BTR. 5/4 & 6/4", av. width. very wide, largely 14-16", 8 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.
 FAS 1/2 & 3/4", 6" & up, kiln dried. W. O. KING & CO., Chicago, Ill.
 NO. 2 C. 3/4", 4" & up, 8 mos. dry. NICKEY BROS., INC., Memphis, Tenn.
 FAS 4/4", reg. width. & lgth., 6 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
 FAS & NO. 1 C. 4/4". RUSSE & BURGESS, INC., Memphis, Tenn.
 NO. 1 & NO. 2 C. 4/4", 18 mos. dry. JAS. E. STARK & CO., Memphis, Tenn.
 FAS 3/4"; SD. WORMY 4/4". STIMSON VENEER & LBR. CO., Memphis, Tenn.
 ALL grades & thicknesses. WOOD-MOSAIC CO., New Albany, Ind.
 FAS 4/4-16/4", 6" & up, std. lgth., 18 mos. dry; NO. 1 C. 4/4-16/4", 4" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
 FAS 4/4". J. H. BONNER & SONS, Memphis, Tenn.
 NO. 1 C. 4/4", reg. width. & lgth., 1 yr. dry. F. T. DOOLEY LUMBER CO., Memphis, Tenn.
 NO. 1 C. & BTR., 4/4", av. width. very wide, largely 14-16", 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
 FAS 3/4", 4" up, reg. lgth., 8 mos. dry; NO. 1 C. 3/4", 4" & up, reg. lgth., 10 mos. dry; CLEAR, 4/4", 2 1/2-3 1/2" and 4-5 1/2", red. lgth., 8 mos. dry. SEL. 4/4", 6" & up, reg. lgth., 10 mos. dry. NICKEY BROS., INC., Memphis, Tenn.
 NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.
 NO. 1 C. 4/4x1 1/2-3 1/2". STIMSON VENEER & LUMBER CO., Memphis, Tenn.
 NO. 1 C. & BTR. 4/4", reg. width. & lgth., dry. SWAIN ROACH LUMBER CO., Seymour, Ind.
 ALL grades & thicknesses. WOOD-MOSAIC CO., New Albany, Ind.

OAK—PLAIN WHITE

FAS, NO. 1 C. & SEL. and CORE stock, all 4/4", reg. width., 60%, 14-16", 4 mos. dry, soft texture; Ky. soft; SSE, 10x10 1/2, 12x12, 2x6" & wdr., 3x6" & wdr., 10-16", mostly 14 & 16", green. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.
 FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
 NO. 1 C. 3/4". J. H. BONNER & SONS, Memphis, Tenn.
 NO. 1 C. 12/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
 FAS 3/4, 4/4, 5/4 & 6/4" NO. 1 & 2 C. 5/4 & 6/4". GEO. C. BROWN & CO., Memphis, Tenn.
 FAS 3/4", 6, 7 & 8" wide; NO. 2 C. 1/2 reg. width. R. J. DARNELL, INC., Memphis, Tenn.
 FAS & NO. 1 C., both 8/4", reg. width. & lgth., 8 mos. dry. F. T. DOOLEY LUMBER CO., Memphis, Tenn.
 NO. 1 C. 4/4", 1 yr. dry. ELIAS & BRO., Buffalo, N. Y.
 FAS 4/4", good widths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
 FAS 8/4", reg. width. & lgth., dry. E. SONDEHEIMER CO., Memphis, Tenn.
 FAS 4/4", reg. width. & lgth., 6 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
 NO. 1 & NO. 2 C. 4/4", 12 mos. dry. JAS. E. STARK & CO., Memphis, Tenn.
 ALL grades & thicknesses. WOOD-MOSAIC CO., New Albany, Ind.

OAK—QUARTERED WHITE

FAS & NO. 1 C. 4/4", reg. width. & lgth., 14-16", 4 mos. dry. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.
 NO. 1 C. 4/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 FAS 3/4", reg. width., 3 yrs. dry; NO. 1 C. 3/8 & 5/8", reg. width., 1 yr. dry. R. J. DARNELL, INC., Memphis, Tenn.
 CLEAR STRIPS 4/4", 2 1/2-5 1/2", reg. lgth., 1 yr. dry, bright sap no def.; COM. STRIPS 4/4", 1 1/2-4" reg. lgth., 1 yr. dry. F. T. DOOLEY LUMBER CO., Memphis, Tenn.
 FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS & CO., Ft. Wayne, Ind.
 FAS 4/4", reg. width. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. widths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR. 1/4, 3/8 & 1/2", all 6" & up, reg. lgth., 8 mos. dry; FAS 5/8 & 3/4", 6" & up, reg. lgth., 8 mos. dry; NO. 1 C. 5/8 & 3/4", 4" & up, reg. lgth., 8 mos. dry; NO. 1 C. 6/4", 4" & up, reg. lgth., 6 mos. dry; SEL. 4/4", 6" & up, reg. lgth., 6 mos. dry; CLEAR SAP 4/4", 2, 2 1/2 & 3 1/2" wide, reg. lgth., 5 mos. dry. NICKEY BROS., INC., Memphis, Tenn.
 CLEAR SND., 4/4x2 1/2-3 1/2, 4/4x4-4 1/2, 4/4x5-5 1/2; NO. 1 C. 4/4x1 1/2-3 1/2, STIMSON VENEER & LBR. CO., Memphis, Tenn.
 NO. 2 C. 4/4", reg. width. & lgth., 8 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
 FAS 4/4", 6 mos. dry; COM. STRIPS 4/4", 8 mos. dry. JAS. E. STARK & CO., Memphis, Tenn.
 ALL grades & thicknesses. WOOD-MOSAIC CO., New Albany, Ind.

OAK—MISCELLANEOUS

BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.
 CROSSING PLANK, red and white, 12/4", 8-12", 14", 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 COM. 5/4". GAYOSO LUMBER CO., Memphis, Tenn.
 NO. 2 C. 8/4", reg. width. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
 SSE, 4/4", 15 mos. dry; WORMY 4/4", 1 yr. dry. WILLSON BROS. LUMBER CO., Pittsburgh, Pa.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16", 6 mos. dry, largely 14 & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

FAS, NO. 1 C., NO. 2 C. & NO. 3 C., all 4/4", reg. width., 60%, 14-16", 4 mos. dry, Ky. soft yellow. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.
 FAS 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
 NO. 2 C. 4/4 & 6/4". J. H. BONNER & SONS, Memphis, Tenn.
 NO. 1 C. 6x6", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.
 NO. 1 C. 6/4", 2 yrs. dry; NO. 1 C. 6x6", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
 FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
 NO. 1 C. 4/4", 7" & up, 50% 14 & 16", 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
 COM. & BTR., 5/8 & 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.
 COM. & BTR. 10/4 & 12/4", 4" & up, reg. width., 3 mos. dry; SAP & SEL. 5/8" & 4/4, 5" & up, reg. lgth., 6 mos. dry; BOX B. 4/4", 9-12" & 4/4", 13-17", reg. lgth., 6 mos. dry; FAS 4/4", 6" & up, reg. lgth., 6 mos. dry; NO. 1 C. 4/4", 4" & up, reg. lgth., 6 mos. dry. NICKEY BROS., INC., Memphis, Tenn.
 FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.
 CLEAR SAP, 4/4", 5" & up, 3 mos. dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.
 COM. & BTR., 4/4", 6 mos. dry. WILLSON BROS. LUMBER CO., Pittsburgh, Pa.
 NO. 1 C. 4/4". WOOD-MOSAIC CO., New Albany, Ind.
 FAS 5/4 & 6/4", 12" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

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All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

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WALNUT

NO. 2 C. 4/4", usual width and length, 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 4/4", 2 yrs. dry. G. ELIAS & BRO., Buffalo, N. Y.

COM. & BTR. 4/4 to 3/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 3/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width and length, 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 6-7", reg. length, 8 mos. dry; NO. 1 C. 5/4-8/4", 4" & up. reg. length, 6 mos. dry; NO. 2 C. 4/4-8/4", 3" & up. reg. length, 6 mos. dry. NICKEY BROS. INC., Memphis, Tenn.

FAS 4/4", 8" & up, 6 & 7", 6 mos. dry; NO. 1 C. 4/4", 4" & up. reg. length, 6 mos. dry; NO. 1 C. 6/4", 5" & up. reg. length, 4 mos. dry; NO. 1 C. 3/4", 6" & up. 8' & up, 4 mos. dry; NO. 2 C. 4/4", 4" & up. good length, 6 mos. dry; NO. 2 C. 6/4", 5" & up. good length, 4 mos. dry; NO. 2 C. 8/4", 6" & up. 8' & up, 6 mos. dry. FRANK PURCELL, Kansas City, Mo.

WILLOW

FAS 4/4, 5/4 & 6/4", all reg. width. & length. dry. E. SONDHEIMER CO., Memphis, Tenn.

FLOORING—MAPLE

PRIME 13/16"x4", 1-1/16"x4"; FCTY. 1-5/16"x2 1/4"; CLEAR 1-1/16"x2 1/4", 13/16x1 1/2"; 1-1/16"x2 1/4. KERRY & HANSON FLOORING CO., Grayling, Mich.

NO. 1, 3/8x1 1/2, 2&2 1/4"; CLEAR, 3/8x1 1/2, 2&2 1/4". T. WILCE CO., Chicago, Ill.

OAK

SEL. RED 3/8x7/8" and 1 1/2"; SEL. WHITE 3/8x1 1/2" and 2"; SAPPY CLEAR QTD. R. or W., 3/8x1 1/2" and 2"; SEL. RED OR WHITE 13/16x1 1/2" and 2". THE T. WILCE CO., Chicago, Ill.

VENEER—FACE**GUM—RED**

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3/16" and 1/4", 20" wide, 60" long, kiln dried, rotary cut; FAS, QTD. FIG., 1/8", 6" & up, 12 to 16, kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

MAHOGANY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS RED, 1/8", 6" & up, 12 to 16', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS, WHITE, 1/20", 1/16", 6" & up wide, 8' & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

CLEAR 1/8", 12 to 16", 14', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD., cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING**GUM**

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS**BIRCH**

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

NORTHERN MANUFACTURERS

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.

VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

Northwestern Cooperage and Lumber Co.

GLADSTONE, MICHIGAN

Western Office: 516 Lumber Exchange, Minneapolis, Minn. Mills at Gladstone and Escanaba, Mich.

Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS

Hardwood Flooring, Staves, Hoops, Heading and Veneers, Hemlock Lumber, Lath, Shingles, Posts, Poles and Ties, and Hemlock Tan Bark

ATTENTION

"CHIEF BRAND" Maple and Birch Flooring

in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co. Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

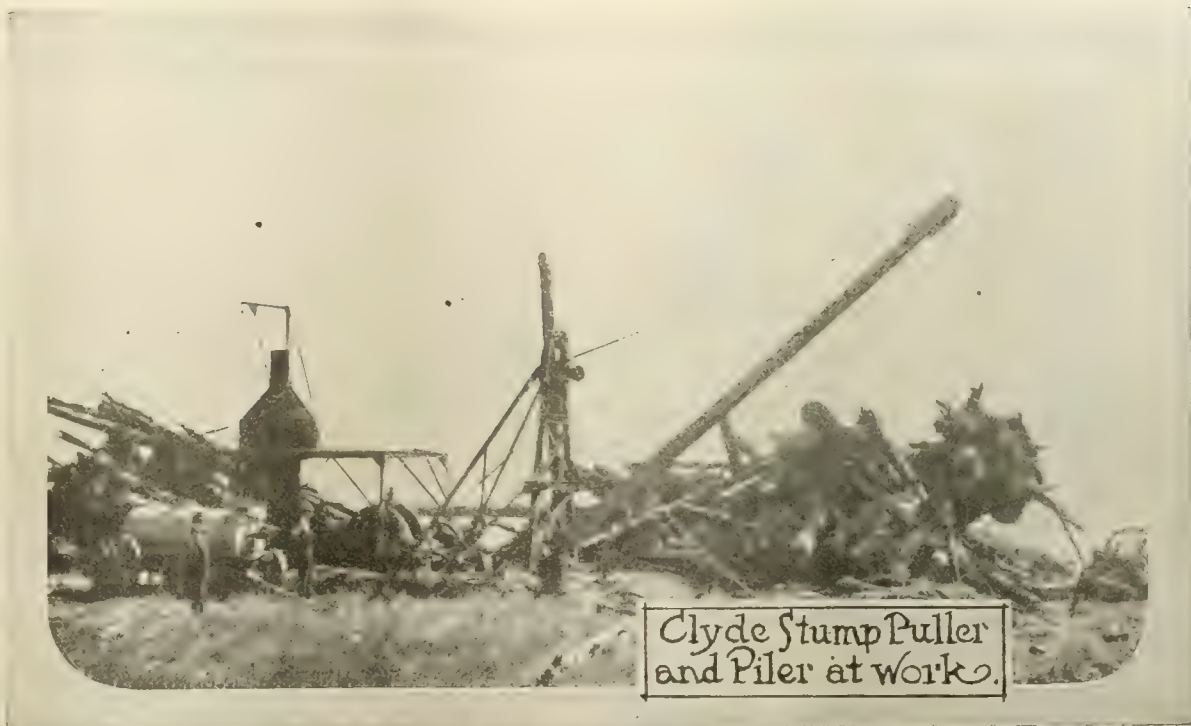
ENLIST YOUR IDLE ACRES!

Set your lazy land to work for the nation now when the nation needs every available acre!

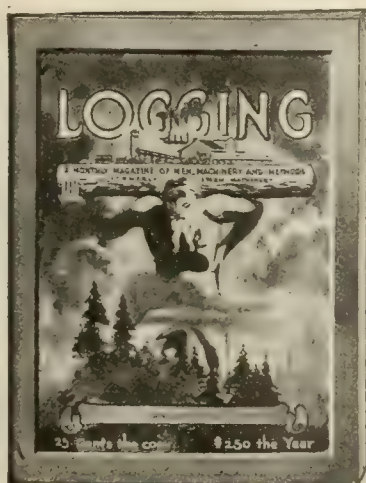
There's an interesting article in August

Logging

in which are some solid facts on the cost of quickly clearing land to help the "arm and farm" propaganda.



A Clyde Stump-Puller Helping to Win the War



Send for a free copy of this August number, mentioning where you saw the offer, please.

CLYDE IRON WORKS
DULUTH, MINNESOTA
U. S. A.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

BUFFALO

The Foremost Hardwood Market of the East

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber, Timber, Millwork, Boxes, Maple and Oak Flooring

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OUR SPECIALTY:

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T. SULLIVAN & CO.

Hardwoods

Ash and Elm

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HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

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A Complete Stock of Seasoned Hardwoods

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Standard Hardwood Lumber Co.

OAK, ASH AND CHESTNUT

1075 Clinton Street

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

1 1/4" to 3" No. 1 Com. & Better Dry Birch

Hardwoods & Cedar Plain and Qrtd. Oak has been our hobby for years

We want White Ash, all grades, 1 to 4" thick

Taylor & Crate

HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000 feet of hardwoods carried at all times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

*Hardwoods
of All Kinds*

1142 Seneca St.

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

ATKINS SILVER TRADE MARK STEEL SAWS

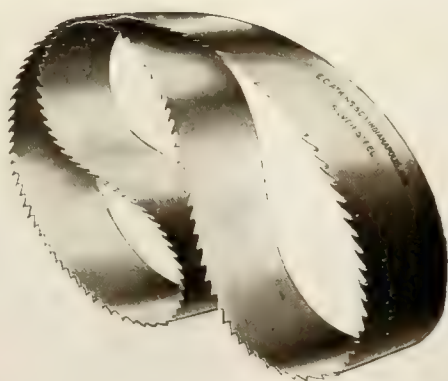
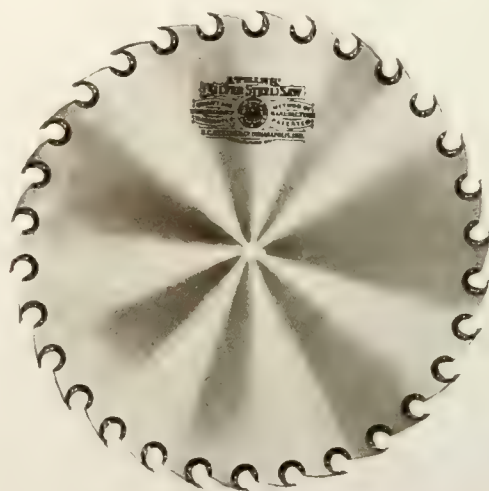
Spell Progress



They progress under the most trying conditions that our country has ever experienced. Our largest industries now bear the brunt of a great and growing demand. They are working over-time, fighting to keep up production.

The building of vast armies has depleted the ranks of all classes of labor. This disastrous loss of man power must be counteracted by speeding up work, wasting less; and the use of Atkins Saws.

Atkins Silver Steel Saws whether Band, Solid or Inserted Tooth Circular, are superior in the hardest service. Less re-fitting, tensioning, or general care is necessary — therefore greater production.



Use Atkins Saws and produce even more than your former personnel and other saws did in the past. Try them and see.



SEND AT ONCE FOR OUR MILL SAW AND KNIFE BOOKLETS

ATKINS ALWAYS AHEAD

E. C. ATKINS & CO., Inc.

ESTABLISHED 1857

The Silver Steel Saw People

HOME OFFICE AND FACTORY, INDIANAPOLIS, IND.

CANADIAN FACTORY, HAMILTON, ONT.

MACHINE KNIFE FACTORY, LANCASTER, N. Y.

Branches carrying complete stocks in all large distributing centers as follows:

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CHICAGO

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NEW ORLEANS
NEW YORK CITY

PORTLAND, ORE.
SAN FRANCISCO

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VANCOUVER, B. C.

SYDNEY, N. S. W.
PARIS, FRANCE

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of

SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We Now Have in Stock:

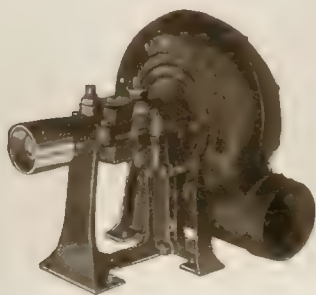
Dry, Ready for Prompt Shipment

COTTONWOOD	OAK
3 cars 1" boxboards, 8" to 12"	5 cars 1" Fas. Plain Red
4 cars 1 1/4" No. 1 common.	3 cars 1 1/4" Fas. Plain Red
2 cars 1 1/2" Fas.	3 cars 1 1/2" Fas. Plain Red
3 cars 2" Fas.	5 cars 1 1/2" No. 1 Com. Plain Red
GUM	2 cars 1 1/2" No. 1 Com. Pl. Red
5 cars 1" boxboards, 13" to 17"	1 car 1 1/2" No. 1 Com. Pl. Red
5 cars 1" boxboards, 8" to 12"	ASH
6 cars 1" Fas. Sap.	2 cars 1" Fas. White
5 cars 1" No. 1 Com. Sap.	1 car 1 1/4" Fas. White
5 cars 1 1/4" Fas. Sap.	3 cars 1" No. 1 Com. White
2 cars 1" No. 1 Com. Red.	ELM
1 car 1 1/4" Fas. Red.	2 cars 2" Log Run
2 cars 1 1/4" No. 1 Com. Red.	1 car 2" Log Run
2 cars 2" Fas. Quartered Red.	3 cars 2" Log Run
1 car 2" No. 1 Com. Qtd. Red.	

ORDER NOW WHILE WE HAVE A SUPPLY OF EMPTY CARS. NEXT MONTH THE CROPS WILL BE MOVING AND CARS FOR LUMBER LOADING WILL BE SCARCE.

JUST WHAT YOU NEED

To carry away the Dust from that Extra Machine—perhaps the Sander



Built with inlets 5, 6, 7 and 9 inches in diameter.

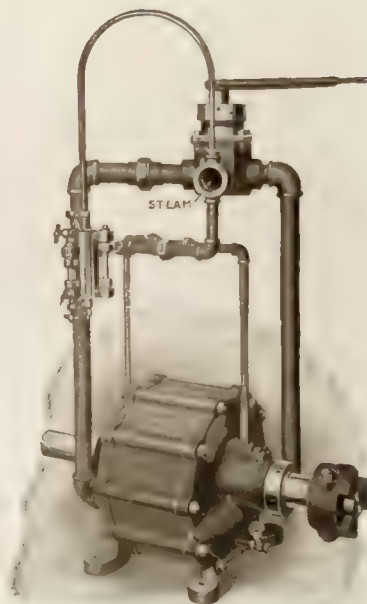
This fan is reversible and adjustable as to hand and discharge—may be inverted to hang from the ceiling—has Dust-proof, Leak-proof, Self-oiling Bearings with large oil reservoir—requires little attention.

WRITE FOR CATALOG R-12

CLARAGE FAN COMPANY.

HEATING, VENTILATING & DRYING ENGINEERS.
KALAMAZOO—MICHIGAN—U. S. A.

SOULE Steam Feed



Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.

It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, AUGUST 25, 1917

Subscription \$2.
Single Copies, 15 Cents.

PJM SERVICE

—is concretely backed by a definite and successful endeavor to build up an organization insuring satisfaction to our customers—an organization each feature of which has been planned separately so that it will lend its maximum of significance to the term when used in connection with the business of Penrod, Jurden & McCowen, Inc. In short, it represents

All That the Word Implies,—

Scientific Drying Expert Manufacturing Good Timber
Modern Mills Satisfaction to the Buyer

Southern Rotary Veneers and Hardwood Lumber

We can take care of your requirements in Southern woods, no matter whether you are in the market for veneers or lumber. Our big Rotary Veneer Mill at Helena, Ark., has exceptionally large units, and can readily supply sizes which are ordinarily difficult to produce. Our lumber mills are cutting some of the finest hardwood stock ever manufactured in America. Tell us what you want—we can supply you.

On account of car shortage, which affects delivery of logs to the mills as well as shipments of veneer—we urge all buyers of veneers to place requirements at least 60 to 90 days in advance



Penrod, Jurden & McCowen

(INCORPORATED)

General Offices, Memphis, Tenn.

825-830 Bank of Commerce Building



—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

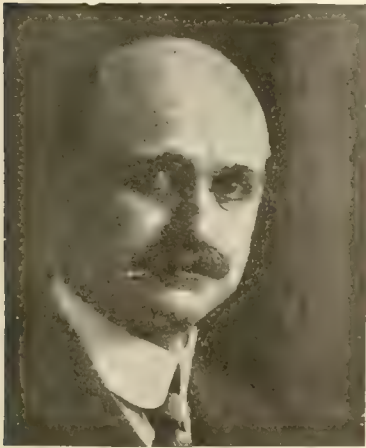
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Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.



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has been recognized as the authority on all matters pertaining to the sawing of wood with a Band Resaw. Purchasers of Mershon Band Resaws have the benefit of his experience.

Wm. B. Mershon & Company
Saginaw, Michigan

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed Maple and Beech but runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARNS" LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{8}$ " x 2" No. 1 Maple Flooring

33 M. ft. $1\frac{1}{8}$ " x 2" Clear Maple Flooring

**The
Kneeland-Bigelow
Company**

Manufacturers of
Hardwood Lumber

BAY CITY MICHIGAN

COMMERCIAL KILN DRYING

Modern Kilns

We do a large amount of this
work and are in a position to quote
prices that will be satisfactory.

Wire or write us, or better
still, send along your ship-
ments of lumber for kiln
drying and they will be
taken care of.

WILLIAM HORNER
REED CITY, MICHIGAN

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

10,000,000 Ft. Capacity.
"The Big Red Shed"
 WILL HANDLE ANY ORDER



Air
Dried

Kiln
Dried

HARDWOODS
W. O. KING & COMPANY
 2452 LOOMIS STREET, CHICAGO

WM. WHITMER & SONS INCORPORATED

Manufacturers and Wholesale-
 salers of All Kinds of

"If Anybody Can,
 We Can"

HARDWOODS

West Virginia Spruce and Hemlock

Long and Short Leaf Pine Virginia Framing

Finance Building

PHILADELPHIA

SAVE YOUR MONEY BY USING THE

RED BOOK

Published semi-annually
 in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association

Estab.
 1878

608 So. Dearborn Street
 CHICAGO

Mention This Paper

55 John Street
 NEW YORK CITY

COUNTERFEIT CHECKS

are frequent except where our

Two Piece
 Geometrical
 Barter Coin
 is in use, then
 imitation isn't
 possible.
 Sample if you
 ask for it.

S. D. CHILD
 & CO.

Chicago
 We also make
 Time Checks,
 Stencils and
 Log Hammers



PREPAREDNESS

for coming good times will make you
 SEND US YOUR INQUIRIES FOR

Our
 Specialties Oak, Gum, Cypress

CLARENCE BOYLE, Inc.

WHOLESALE LUMBER
 LUMBER EXCHANGE BLDG.

Yards at Forest, Miss. CHICAGO Band Saw Mill
 Wildsville, La.

Utley-Holloway Company

General Offices, 111 W. Washington St.
 Manufacturers

Oak, Ash, Cottonwood, Elm, Gum

CHICAGO, ILLINOIS

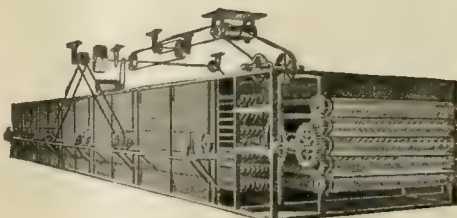
BAND MILLS
 Helena, Arkansas—Knoxville, Arkansas

"Proctor" DRYERS for VENEER

No checks or
 splits. Enor-
 mous output.
 Low labor cost.

The Philadelphia
 Textile
 Machinery Co.

Philadelphia



Salt Lick Lumber Co.

SALT LICK

KENTUCKY

MANUFACTURERS OF

Eureka
 WHITE AND RED

Oak Flooring

Complete stock of 3/8" and 13/16" in all
 standard widths

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

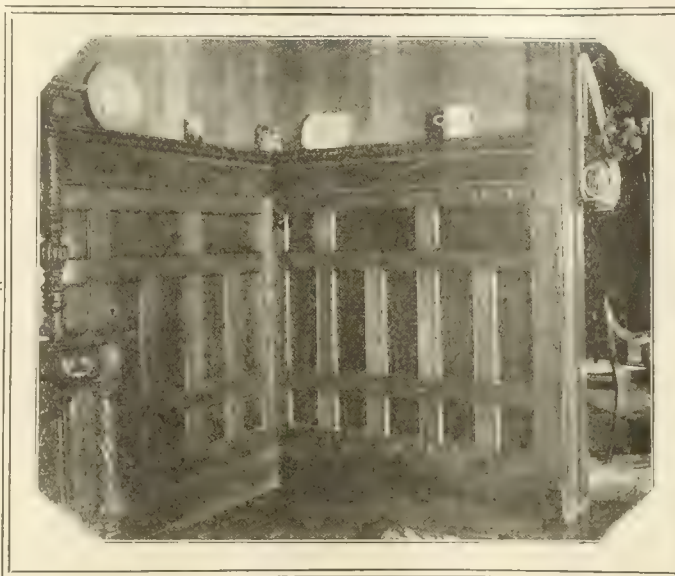
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

Oak in its TWENTIETH CENTURY APPLICATION is backed by the leading oak manufacturers of the country who are standing behind you also in their campaign to tell the public at large what the real possibilities of this wonderful wood are. Do you know how directly the increased and more diversified use of oak would affect your business? You should post yourself now because the real results are just beginning to show.

WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 48.)
Paepcke Leicht Lbr. Co., Slytheville and Helena. (See page 12.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 56.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 5.)

INDIANA

Hoffman Brothers Company, Fort Wayne. (See page 16.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Branaby, Greencastle. (See page —.)
J. V. Stimson, Huntingburg. (See page 56.)
Wood-Mosaic Company, New Albany. (See page 14.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 46.)
a, b, c—Fullerton-Fewell Hardwood Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 40.)
b—Kentucky Lumber Company, Lexington.
W. P. Brown & Sons Lumber Co., Louisville. (See page 14.)
Holly Ridge Lumber Company, Louisville.
Salt Lick Lumber Company, Salt Lick. (See page 5.)

LOUISIANA

The Ford, Brenner Lumber Company, Alexandria.
Colfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
b, c—Sabine River Lumber & Logging Company, Inc., Oakdale.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI

b—Alexander Bros., Belzoni.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page 12.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hawd. Dept., Kansas City, Mo. (See page —.)
a, b, c—Tschudy Lumber Company, Kansas City.
b, c—Galleway-Pease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston. Sales Office, Chicago.
c—Arkla Lumber & Manufacturing Company, St. Louis.
J. A. Helmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Heladay Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 47.)
a, b—Duhmeier Brothers & Co.
a, b—Mowbray & Robinson Company. (See page 47.)
a, c—Probst Lumber Company. (See page 49.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 8.)

MEMPHIS

Anderson-Tully Company. (See pages 2-12-55.)
J. H. Bonner & Sons. (See page 11.)
Goodlander-Robertson Lumber Company. (See page 11.)
Memphis Band Mill Company. (See page 12.)
Russe & Burgess, Inc. (See page 11.)
c—J. V. Stimson Hardwood Company. (See page 10.)
J. W. Wheeler & Co. (See page 10.)

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

H. G. Bohlssen Mfg. Co., New Caney.

VIRGINIA

c—U. S. Spruce Lumber Company, Marion.

WEST VIRGINIA

b, c—The Altan Lumber Company, Buckhannon.
a, c—West Virginia Timber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.

a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.

KNOXVILLE, Tennessee

Is at Your Service

IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

WALNUT

POPLAR

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO. Knoxville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY. Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY. Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY. Knoxville, Tenn.



MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Supplies for Furniture Makers

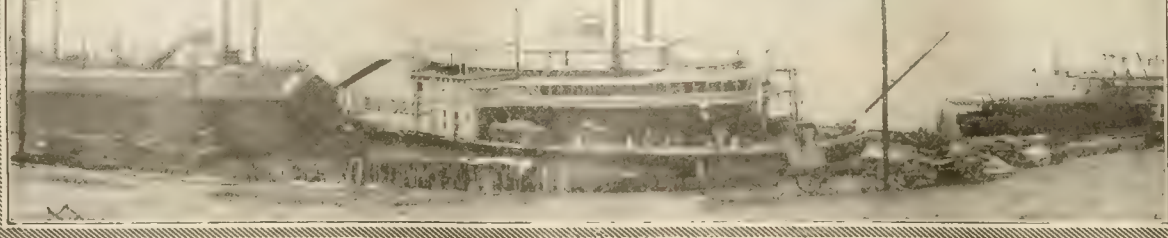
THE manufacturers of furniture in the United States require approximately one billion feet of lumber a year from their factories, and this is made up of more than forty kinds of wood, domestic and foreign. Some of this material is plain and cheap, other is fine and costly.

It is not possible to say exactly how much of it comes out of the territory tributary to Memphis, because all the shipments from that district cannot be traced to their final destination; but it is safe to say that nearly or quite half of it originates in that region. This illustrates how much the furniture manufacturers are dependent upon this district, and how well they are supplied. The following figures show the amount of wood used annually for furniture in certain states which draw a considerable amount of the material from the Memphis district:

OHIO	41,226,000 feet
INDIANA	99,541,000 feet
ILLINOIS	114,370,000 feet
MICHIGAN	84,069,000 feet
KENTUCKY	11,198,000 feet
IOWA	6,267,000 feet
MISSOURI	28,165,000 feet

The southern states within reach of Memphis depend upon it largely for furniture material, while the large manufacturers in Pennsylvania and New York receive large shipments from the same source, and some Memphis lumber for furniture goes to Canada and even to the Pacific coast. The chief furniture woods supplied by the Memphis region are oak and gum, but nearly every other wood that grows there is in more or less demand. The timber resources of the region are attractive because it is known that they can be depended upon, and the lines of trade once built up, need not be abandoned for want of supplies.

MEMPHIS



Regular lengths and widths

QUARTERED WHITE OAK
No. 2 Com. & Bet. 1 1/4, 8 mos. dry
PLAIN WHITE OAK
No. 1 Com. 4 1/4, 8 mos. dry
PLAIN RED OAK
No. 1 Com. 4 1/4, 8 mos. dry

Grenshaw-Gary Lumber Co.

The list below is ready for Prompt Shipment

QUARTERED WHITE OAK
1 & 2, 4/4, 35M'
No. 1 Com. 4 1/4, 35M'
No. 1 Com. 4 1/4, 75M'
QUARTERED RED OAK
No. 1 Com. 4 1/4, 50M'
No. 2 Com. 4 1/4, 25M'
PLAIN WHITE OAK
No. 1 Com. 4 1/4, 90M'
No. 2 Com. 4 1/4, 12M'
PLAIN RED OAK
1 & 2, 1 1/4, 37M'
1 & 2, 1 1/4, 9M'
No. 1 Com. 4 1/4, 90M'
No. 1 Com. 4 1/4, 5M'
ELM
L/R 12 1/2, 90M'
COTTONWOOD
1 & 2, 1 1/4, 12M'
No. 1 Com. 4 1/4, 50M'

ASH
Com. & Bet., 10/4, 4.5M'
Com. & Bet., 12/4, 3.5M'
POPLAR
L/R 4 1/4, 28M'
QUARTERED RED GUM
1 & 2, 1 1/4, 50M'
1 & 2, 8 1/4, 3M'
Fig Wood, 1 & 2, 1 1/4, 17M'
SAP GUM
1 & 2, 1 1/4, 70M'
No. 1 Com. 4/4, 80M'
No. 2 Com. 4 1/4, 80M'
No. 3, 1 1/4, 50M'
Box Bds., 1x9-12", 34M'
Box Bds., 1x13-17", 25M'
Panel, 1x13 & 19, 50M'
QUARTERED BLACK GUM
L/R 4/4, 43M'
PLAIN BLACK GUM
L/R 4 1/4, 30M'

Stimson Veneer & Lbr. Co.

R. J. DARNELL, Inc.

We sell nothing but what we manufacture. All stock piled with 7, 8 and 9 stacking sticks to 12', 14' and 16' lengths. Offer following for immediate shipment:

450,500 ft. Qtd. White, 3 1/4, 1 & 2s, 6" & up, 50' 11" & 16'
265,000 ft. Qtd. White, 5/8" No. 1 Common, Reg. 50' 11" & 16'
98,000 ft. Qtd. White, 1/4" No. 1 Common, Reg. 50' 11" & 16'
238,625 ft. Qtd. White, 3/8" No. 1 Common, Reg. 50' 11" & 16'
51,100 ft. Qtd. White, 5/8" No. 2 Common, Reg. 50' 11" & 16'
16,100 ft. Qtd. White, 1/4" No. 2 Common, Reg. 50' 11" & 16'
17,900 ft. Plain White, 1 1/2" No. 1 Common, Reg. 50' 11" & 16'
56,100 ft. Plain White, 1 1/2" No. 2 Common, Reg. 50' 11" & 16'
39,000 ft. Plain Red, 1 1/2" 1s & 2s, Reg. 50' 11" & 16'
76,900 ft. Plain Red, 5/8" No. 2 Common, Reg. 50' 11" & 16'

Common Reg. 50' 11" & 16'
72,200 ft. Qtd. Red, Pl. Wd. 4 1/4" No. 1 Common, Reg. 50% 14' & 16'
11,600 ft. Red, 1 1/2" 1s & 2, 11' & up, 50% 14' & 16'
39,100 ft. Red, 4/4" 1s & 2s, 13' & up, 50% 14' & 16'
41,100 ft. Red, 5/8" 11' & 16'
43,500 ft. Plain Red, 1 1/2" 1s & 2s, Reg. 50' 11" & 16'
73,600 ft. Qtd. Sap, 6 1/4" 1s & 2s, Reg. 50' 11" & 16'
77,000 ft. Qtd. Sap, 8 1/4" 1s & 2s, Reg. 50' 11" & 16'
37,100 ft. Qtd. Sap, 4 1/4" No. 1 Common, Reg. 50' 11" & 16'
17,000 ft. Sap, 5 1/8" 1s & 2s, Reg. 50' 11" & 16'
91,400 ft. Sap, 3/8" No. 1 Common, Reg. 50' 11" & 16'

Send us your inquiries now

SAP GUM
300,000 ft. FAS, 4 1/4", 6" to 12", 6 mos. dry
150,000 ft. FAS, 3/4", 6" to 12", 60%, 14/16, 8 mos. dry
150,000 ft. No. 1 C, 6/4", reg. width, 60%, 14/16, 6 mos. dry
200,000 ft. No. 1 C, 4/4", reg. width, 60%, 14/16, 8 mos. dry
300,000 ft. No. 2 C, 4 1/4", reg. width, 60%, 14/16, 6 mos. dry
12,000 ft. FAS, 3 1/4", 6" & up, 6 mos. dry
22,000 ft. FAS, 1 1/2", 6" & up, 6 mos. dry
15,000 ft. FAS, 5/8", 6" & up, 8 mos. dry
QUARTERED RED GUM
15,000 ft. No. 1 C, 4 1/4", reg. width, 60%, 14/16, 6 mos. dry
50,000 ft. No. 1 C, 4/4", reg. width, 60%, 14/16, 8 mos. dry
QUARTERED RED OAK
15,000 ft. No. 1 C, 4 1/4", reg. width, 60%, 14/16, 6 mos. dry
10,000 ft. No. 1 C, 4/4", reg. width, 60%, 14/16, 8 mos. dry

J. W. Wheeler & Company

SPECIAL, 1 Car 2 1/2 x 6" & Up, 8/12' 1s & 2s Soft Ash

ASH
1 car 1s & 2s 1 1/4, 6" 10", 11 1/2" dry.
1 car 1s & 2s 1 1/4, 10", 8 1/2" dry.
1 car 1s & 2s 1 1/4, 10", 11 1/2" dry.
1 car 1s & 2s 1 1/4, 10" & 7", 8 1/2" dry.
1 car 1s & 2s 12/4, 12" & up, 8/16" dry.
2 cars 1s & 2s 10 1/4, 6" & up, 8 1/2" dry.
1 car 1s & 2s 6 1/4, 10" & up, 8 1/2" dry.
1 car 1s & 2s 6 1/4, 12" & up, 8 1/2" dry.
1 car 1s & 2s 8 1/4, 10 1/2", 8 1/2" dry.

1 car 1s & 2s 8 1/4, 12" & up, 8 1/2" dry.
1 car 1s & 2s 10 1/4, 11" & up, 8 1/2" dry.
1 car 1s & 2s 10 1/4, 12" & up, 8 1/2" dry.
1 car 1s & 2s 1 1/4, 2 1/2" & 5 1/2", 8/16" dry.
10 cars No. 1 Com. 4 1/4, 3" & up, 8/16" dry.
2 cars No. 1 Com. 4 1/4, 3" & up, 8 1/2" dry.
2 cars No. 1 Com. 4 1/4, 3" & up, 8/16" dry.
2 cars No. 1 Com. 8 1/4, 3" & up, 8 1/2" dry.

DUDLEY LUMBER CO., Inc.

The Following Items Are Ready for Prompt Shipment

QUARTERED WHITE OAK
3 cars, 4/4, 1 & 2.
1 car, 5/4, 1 & 2.
6 cars, 4 1/4, No. 1 Com.
1 car, 5/4, No. 1 Com.
QUARTERED WHITE OAK STRIPS
2 cars, 4/4, Clear.
2 cars, 4/4, Com.
QUARTERED RED OAK
2 cars, 4/4, 1 & 2.
2 cars, 4/4, No. 1 Com.
PLAIN WHITE OAK
4 cars, 4 1/4, No. 1 Com.
PLAIN RED OAK
1 car, 4 1/4, 1 & 2.
5 cars, 4 1/4, No. 1 Com.
2 cars, 4 1/4, No. 1 Com.
SAP GUM
2 cars, 4 1/4, 1 & 2.
2 cars, 5 1/4, 1 & 2.
3 cars, 4 1/4, No. 1 Com.

2 cars, 5 1/4, No. 1 Com.
2 cars, 4 1/4, No. 2 Com.
1 car, 4 1/4, No. 3 Com.
QUARTERED RED GUM
2 cars, 4 1/4, 1 & 2.
5 cars, 4 1/4, No. 1 Com.
1 car, 6 1/4, 1 & 2.
COTTONWOOD
2 cars, 4 1/4, No. 1 Com.
2 cars, 4/4, No. 2 Com.
ELM
1 car, 4 1/4, No. 2 Com. & Btr.
2 cars, 10/4, Com. & Btr.
5 cars, 12 1/4, Com. & Btr.
MAPLE
1 car, 4 1/4, Com. & Btr.
1 car, 12/4, Com. & Btr.
QUARTERED SYCAMORE
1 car, 4 1/4, Com. & Btr.
PLAIN SYCAMORE
1 car, 4 1/4, Com. & Btr.

J. V. Stimson Hardwood Co.

Send in your order now for

20,000 ft. Qtd. W. Oak 1 & 2 1/2"
12,600 ft. Qtd. W. Oak No. 1 C 5/8"
11,900 ft. Sound Wormy Oak 4/4"
14,100 ft. Qtd. W. O. Strips Clear 2 1/2" & 3"
56,500 ft. Qtd. W. O. Strips Sap 2 1/2" & 3"
9,800 ft. Pl. W. Oak 1 & 2 1/2"
42,300 ft. Pl. W. Oak No. 1 C 1/2"
9,800 ft. Pl. W. Oak No. 1 C 5/8"
12,700 ft. Pl. Red Oak 1 & 2 1/2"
4,200 ft. Pl. Red Oak No. 1 C 5/8"
15,800 ft. Pl. Red Oak 1 & 2 3/4"
54,200 ft. Pl. Red Oak 1 & 2 1/4"
41,000 ft. Pl. Red Oak Step 11-15 5 1/4"
21,800 ft. Pl. Red Oak Sap Wormy RO 4 1/4"
14,000 ft. Qtd. R. Oak 1 & 2 5/4" 10 & 11"
10,000 ft. Qtd. R. Gum 1 & 2 1/4"
67,500 ft. Qtd. R. Gum No. 1 C 4 1/4"
32,300 ft. Qtd. R. Gum No. 1 C 5/4"
10,300 ft. Qtd. R. Gum 1 & 2 6/4"
9,100 ft. Qtd. R. Gum No. 1 C 6/4"
170,500 ft. Qtd. R. Gum 1 & 2 8/4"
97,000 ft. Qtd. R. Gum No. 1 C 8/4"
62,000 ft. Qtd. R. Gum Com. & Bet. 8/4" Sap no defect
145,000 ft. Qtd. R. Gum Com. & Bet. 8/4" Sap no defect
32,500 ft. Qtd. Fig. R. Gum 1 & 2 4 1/4"
19,500 ft. Qtd. Fig. R. Gum No. 1 C 4 1/4"
7,500 ft. Pl. R. Gum 1 & 2 4 1/4"
23,000 ft. Pl. R. Gum No. 1 C 4/4"
22,500 ft. Pl. R. Gum 1 & 2 5/4"
39,500 ft. Pl. R. Gum No. 1 C 5/4"
14,000 ft. Pl. R. Gum 1 & 2 8/4"
15,000 ft. Pl. R. Gum No. 1 C 8/4"

The Mossman Lumber Co.

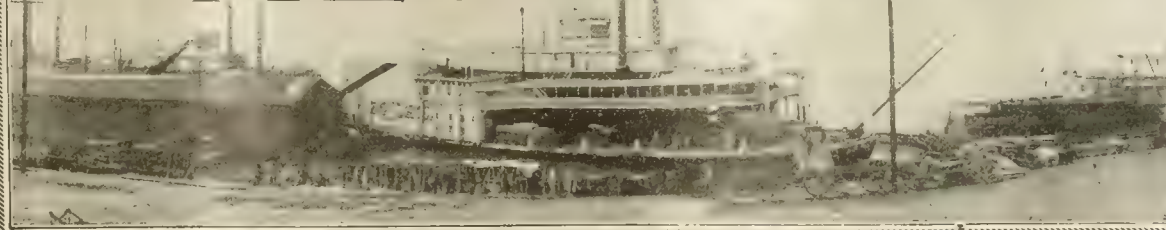
Offer for Prompt Shipment

PLAIN RED GUM
27,000 ft. Common 4 1/4"
45,000 ft. 1s & 2s 5/4"
125,000 ft. 1s & 2s 5/4"
115,000 ft. Common 6/4"
QUARTERED RED GUM
150,000 ft. 1s & 2s 8 1/4"
150,000 ft. Common 8 1/4"
QUARTERED SAP GUM
170,000 ft. 1s & 2s 6 1/4"
15,000 ft. Common 6 1/4"
100,000 ft. Common & Better 12 1/4"
PLAIN SAP GUM
50,000 ft. Common 4 1/4"
80,000 ft. Common 5 1/4"
170,000 ft. 1s & 2s 6/4"
170,000 ft. Common 6 1/4"
QUARTERED WHITE OAK
75,000 ft. 1s & 2s 1 1/4"
30,000 ft. 1s & 2s 1 1/4"
30,000 ft. 1s & 2s 1 1/4"
PLAIN WHITE OAK
50,000 ft. 1s & 2s 4/4"
15,000 ft. 1s & 2s 8/4"
110,000 ft. Common 5/4"
65,000 ft. Common 6/4"
PLAIN RED OAK
100,000 ft. 1s & 2s 1 1/4"
QUARTERED RED OAK
18,000 ft. 1s & 2s 1 1/4"
67,000 ft. Common 1 1/4"

GAYOSO LUMBER CO.

MEMPHIS, TENN. BANDMILLS BLAINE, MISS.

MEMPHIS



Stock to offer in regular widths and lengths

PLAIN RED GUM
2 cars 1s & 2s, 1 1/4".
SAP GUM
1 car No. 1 Com., 2".
1 car 1s & 2s, 2".

Coulson Lumber Company

We have the following stock ready for immediate shipment:

QUARTERED WHITE OAK 85M' 1s & 2s, 1 1/2". 32M' 1s & 2s, 3 1/2". 70M' Clear Strips, 4 1/4". 400M' No. 1 Com., 1 1/4". 100M' No. 1 Com., 3/8". 50M' No. 1 Com., 5/8". 45M' No. 1 Com., 3/8". 20M' No. 1 Com., 4 1/4". 50M' No. 1 Com. Strips, 4 1/4". 100M' No. 2 Com., 1 1/4". 30M' No. 2 Com., 4 1/4".	200M' No. 2 Com., 1 1/4". PLAIN RED OAK 100M' 1s & 2s, 3 8". 100M' 1s & 2s, 1 1/2". 100M' 1s & 2s, 4 1/4". 70M' No. 1 Com., 3 8". 150M' No. 1 Com., 1 1/2". 80M' No. 1 Com., 5 8". 150M' No. 1 Com., 4 1/4". 50M' No. 2 Com., 3/8". 200M' No. 2 Com., 1 1/2".	PLAIN RED COFFIN OAK 25M' 5/8". 10M' 3/4". 30M' 4 1/4". PLAIN RED GUM 40M' 1s & 2s, 3 8". 100M' 1s & 2s, 4 1/4". 40M' No. 1 Com., 3/8". 100M' No. 1 Com., 4 1/4".
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Russe & Burgess, Inc.

For immediate shipment in regular widths and lengths

GUM Qtd. Red, Sap no defect, No. 1 Com. & Bet., 4 mos. dry. Qtd. Red, No. 1 Com. & Bet. 4/4 to 8/4, 8 mos. dry. Sap, 1 & 2, 5/4 & 6/4, 6 mos. dry. Sap, No. 2 Com. 8/4, 12 mos. dry.	ELM Log Run, 10/4, 4 mos. dry. COTTONWOOD Log Run, 4/4, 4 mos. dry. TUPELO Log Run, 4/4, 4 mos. dry.
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BELLGRADE LUMBER CO.

J. H. BONNER & SONS

QUARTERED RED OAK 9M' 1s & 2s, 4 1/4". 38M' No. 1 Com., 4/4". QUARTERED WHITE OAK 21M' 1s & 2s, 4/4". 80M' No. 1 Com., 4/4". PLAIN RED OAK 63M' 1s & 2s, 4 1/4". 95M' No. 1 Com., 4/4". PLAIN WHITE OAK 52M' 1s & 2s, 4/4". 80M' No. 1 Com., 4/4". 48M' No. 2 Com., 4/4". COTTONWOOD 17M' No. 1 Com., 4/4". 13M' No. 2 Com., 4/4". TUPELO GUM 75M' No. 1 Com., 4/4". 75M' No. 2 Com., 4/4". 20M' Wide Box, 4/4". 60M' Narrow Box, 4/4". HICKORY 13M' Log Run, 6 1/4".	2M' Com. & Bet., 10/4. 3M' Com. & Bet., 12 1/4. 40M' Com. & Bet., 16/4. SAP GUM 40M' 1s & 2s, 5/8". 65M' No. 1 Com., 5 8". 100M' 1s & 2s, 4/4". 100M' No. 1 Com., 4/4". 75M' No. 2 Com., 4/4". 15M' 1s & 2s, 8 1/4". PLAIN RED GUM 28M' 1s & 2s, 6/4". QUARTERED RED GUM 90M' 1s & 2s, 8/4". 100M' No. 1 Com., 8/4". Figured Wood 11M' 1s & 2s, 4/4". 13M' No. 1 Com., 4 1/4". 11M' 1s & 2s, 6 1/4". 12M' No. 1 Com., 6/4". 17M' 1s & 2s, 8 1/4". 30M' No. 1 Com., 8 1/4".
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Send us your inquiries for these items

GUM 2 cars Fas. Qtd. Red, 2", 2 mos. dry. 1 car Fas. Qtd. Red, 2", 6 mos. dry. 2 cars No. 1 C. Qtd. Red, 8/4, 2 mos. dry. 1 car No. 1 C. Qtd. Red, 8/4, 6 mos. dry. 5 cars Fas. Qtd. Sap, 8/4, 3 mos. dry. 3 cars Fas. Qtd. Sap, 8/4, 3 mos. dry. 3 cars Fas. Pl. Red, 1", 3 mos. dry. 2 cars No. 1 C., Pl. Red, 1", 3 mos. dry. 2 cars No. 2 C. Sap, 1", 3 mos. dry.	2 cars No. 1 C. 4/4, 8 mos. dry. 1 car No. 2 C. 4/4, 8 mos. dry. 2 cars No. 1 C. 8/4, 6 mos. dry. 1 car No. 2 C. 8/4, 6 mos. dry. QUARTERED WHITE OAK 2 cars Fas. 4/4, 8 mos. dry. 1 car No. 1 C. 8/4, 12 mos. dry. POPLAR 2 cars No. 1 C. 4/4, 3 mos. dry. 2 cars No. 2 C. 4/4, 3 mos. dry. MISCELLANEOUS Elm—1 car Log Run, 12/4, 1 ma dry. Magnolia—Log Run, 4/4. Oak Bridge Plank—12 1/4, green
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Goodlander-Robertson Lumber Co.

ASH 95M' 1s & 2s, 1x6 9" wide, 8 & 10' long, dry. 30M' 1s & 2s, 1x10-11" wide, 8 & 10' long, dry. 15M' 1s & 2s, 1x15" & up, 8-16" long, dry. PLAIN WHITE OAK 40M' 1s & 2s, 1 1/2" dry. 20M' 1s & 2s, 8/4, dry. 20M' No. 1 Com., 1 1/2, dry. 20M' No. 1 Com., 3/4, dry. 17M' No. 1 Com., 8/4, dry. PLAIN RED OAK 60M' 1s & 2s, 8/4, dry. 40M' No. 1 Com., 8 1/4, dry. 50M' No. 1 Shop, 3 1/4, dry.	QUARTERED FIGURED RED GUM 40M' 1s & 2s, 1", dry. 20M' No. 1 Com., 1", dry. 10M' 1s & 2s, 5 1/4, dry. 16M' No. 1 Com., 5/4, dry. 20M' 1s & 2s, 6/4, dry. 5M' No. 1 Com., 6 1/4, dry. 30M' 1s & 2s, 8/4, dry. FIGURED RED GUM 13M' 1s & 2s, 5/4, dry. 17M' No. 1 Com., 4 1/4, dry. 12M' No. 1 Com., 5/4, dry. PLAIN RED GUM 19M' 1s & 2s, 3 1/4, dry. 5M' 1s & 2s, 1 1/2, dry. 50M' 1s & 2s, 8 1/4, dry. 50M' No. 1 Com., 8/4, dry. QUARTERED RED GUM 50M' 1s & 2s, 4/4, dry. 40M' 1s & 2s, 5/4, dry. 15M' 1s & 2s, 6 1/4, dry. QUARTERED GUM (Sap No Defect) 30M' No. 1 Com. & Bet., 10 1/4, dry.
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E. SONDHEIMER CO.

BROWN & HACKNEY, Inc.

OAK 12M ft. 5/8" 1s & 2s Qtd. White. 14M ft. 4/4" 1s & 2s Qtd. White. 12M ft. 4 1/4" Sel. Com. 6" & up Qtd. White. 12M ft. 5/8" No. 1 C. Qtd. White. 14M ft. 4/4" No. 2 C. Qtd. White. 9M ft. 6/4" No. 2 C. Qtd. White. 65M ft. 2" & wider No. 1 C Stps. Qtd. White. 22M ft. 2" & wider No. 2 C Stps. Qtd. White. 12M ft. 4/4" 1s & 2s Pl. White. 130M ft. 4/4" No. 1 C. Pl. White. 6M ft. 5/4" No. 2 C. Pl. White. 8M ft. 5/4" No. 1 C. Pl. Red. 5M ft. 5/4" No. 2 C. Pl. Red.	120M ft. 8/4" 1s & 2s Qtd. Red. 172M ft. 8/4" No. 1 C. Qtd. Red. 30M ft. 4/4" No. 1 C. Qtd. Red. 14M ft. 4/4" 1s & 2s Sap. 350M ft. 4/4" No. 1 C. Sap. 65M ft. 6/4" No. 1 C. Sap. 30M ft. 6/4" No. 2 C. Sap. COTTONWOOD 55M ft. 4/4" 1s & 2s. 25M ft. 4/4" No. 1 C. 12M ft. 4/4" No. 2 C. 30M ft. 5/4" & 6/4" Backing Boards. Little Rock Rates Cairo, flat 15c, through 13c. St. Louis, flat 18c, through 16c. Chicago, 23 1/2c. Louisville, 21c. Cincinnati, 23 1/2c. Kansas City, 19c. Mounts Rates Cairo, 10c. Chicago, 19 1/2c. St. Louis, 13c. Louisville, 16c. Cincinnati, 18 1/2c. Kansas City, 19c.
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We have the following to offer, dry:

PLAIN RED OAK 300M' No. 1 & 2 C. 4/4. 75M' 1st & 2nd, 5/4. 91M' No. 1 Com., 5/4. 10M' No. 1 & 2 Com., 6 1/4. 6M' No. 1 & 2 Com., 8/4. PLAIN WHITE OAK 100M' 1st & 2nd, 4/4. 150M' No. 1 Com., 5 1/4. 13M' 1st & 2nd, 6/4. 5M' No. 2 Com., 6/4. QUARTERED WHITE OAK 15M' Com. & Bet. MINI OAK 36M' No. 1, 5 & 6 1/4. SOFT ELM 25M' Log Run, 12 1/4.	SAP GUM 75M' Panel & 1st & 2nd, 4 1/4-13" & up. 200M' 1st & 2nd, 4/4-6" & up. 100M' No. 1 Com., 4/4. 10M' No. 2 & 3 Com., 4/4. 75M' No. 2 & 3 Com., 5/4. 75M' No. 1 Com., 6 1/4. 150M' No. 2 & 3 Com., 6/4. 100M' 1st & 2nd, 8/4. QUARTERED RED GUM 100M' Com. & Bet., 4/4. 75M' Com. & Bet., 5/4. 36M' Com. & Bet., 6/4. 100M' Com. & Bet., 8 1/4.	163M' Com. & Bet., 10 1/4. 11M' Com. & Bet., 12/4. PLAIN RED GUM 75M' 1st & 2nd, 4 1/4. 50M' No. 1 Com., 5/4. 25M' 1st & 2nd, 6/4. 80M' No. 1 Com., 6/4. 12M' 1st & 2nd, 8 1/4. 36M' No. 1 Com., 8/4. OAK TIMBERS Cut to order, S. S. E., all sizes. TENNESSEE RED CEDAR Carlots or less, 4/4 Com. & Btr., 4/4. Cut to order, S. S. E., dimension.
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GEO. C. BROWN & CO.



F.T. DOOLEY LUMBER CO.

**OAK and
CYPRESS**

MAIL US YOUR INQUIRIES

Oak Gum Cottonwood

Paepcke Leicht Lumber Co.

Head Offices: Conway Bldg.

Chicago

Elm Ash Maple

We have the following stock in regular widths and lengths:

<p>CYPRESS FAS, 8 1/4", 6" & up wide, 80% 14' & 16' long, 8 mos. dry. Selects, 5 1/4", 6" & up wide, 80% 14' & 16' long, 8 mos. dry. Selects, 8 1/4", 12" & up wide, 60% 14' & 16' long, 8 mos. dry. Shop, 4 1/4", 5" & up wide, 70% 14' & 16' long, 8 mos. dry.</p> <p>ELM Com. & Btr. 6 1/4", 4" & up wide, 60% long, 6 mos. dry. Com. & Btr. 12 1/4", 4" & up, 60% long, 10% No. 2 Com., 6 mos. dry. Com. & Btr. 16 1/4", 4" & up, 75% long, 10% No. 2 Com., 6 mos. dry. No. 1 C. 3 1/4", 4" & up wide, 60% long, Plain, 1 yr. dry. No. 2 C. 3 1/4", 4" & up wide, 60% Com. & Btr. 8 1/4", 6" & up wide, 70% long, Plain, 10 mos. dry.</p>	<p>QUARTERED RED GUM Com. & Btr. 5 1/4", 4" & up wide, 60% long. Com. & Btr. 4 1/4", 4" & up wide, 60% long, Qtd. Plc., 8 mos. dry. Com. & Btr. 4 1/4", 4" & up wide, 70% long, 6 mos. dry. Com. & Btr. 8 1/4", 4" & up wide, 70% long, 6 mos. dry.</p> <p>SAP GUM FAS 5 1/4", 11" & up wide, 70% long, 1 yr. dry. FAS 4 1/4", 13 to 17" wide, 70% long, 10 mos. dry. No. 1 C. 4 1/4", 18 to 21" wide, 70% long, 6 mos. dry. No. 1 C. 4 1/4", 22" & up wide, 70% long, 6 mos. dry.</p> <p>RED OAK FAS 3 1/4", 6" & up wide, 85% long, Qtd., 1 yr. dry.</p>
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ANDERSON-TULLY CO.

<p>HONDURAS MAHOGANY 16,000' 4x4" and 3 1/2x3 1/2" Cl. S. 1. 21,000' 1 & 2s, 3 1/4", 24 mos. dry 13,500' Cl. Tabletops, 4/4", 3" & up, 24 mos. dry 50,000' Wormy 4/4", 24 mos. dry</p> <p>QUARTERED WHITE OAK 69,000' No. 1 C. & Btr., 3/8", 8 mos. 16,000' 1 & 2s, 3/4", 12 mos. 14,000' Cl. Stubs, 4/4x5/8", 10 mos. 11,000' 1 & 2s, 5/4"x10" & up, 6 mos. 23,000' 1 & 2s, 5/4"x6" & up, 5 mos.</p> <p>PLAIN WHITE OAK 13,000' No. 1 C., 3/4", 12 mos. 39,000' No. 1 C., 3/4", 12 mos. 27,000' No. 1 C., 6/4", 3 mos. 62,000' 1 & 2s, 8/4", 5 mos. 43,000' No. 2 C., 8/4", 5 mos.</p>	<p>PLAIN RED OAK 59,000' No. 1 C., 3/4", 18 mos. 36,000' No. 2 C., 3/4", 18 mos. 37,000' 1 & 2s, 4/4", 6 mos. 85,000' 1 & 2s, 5/4", 4 mos. 32,000' No. 1 C., 5/4", 3 mos. 22,000' 1 & 2s, 8/4", 8 mos. 10,000' No. 2 C., 8/4", 10 mos.</p> <p>POPLAR 45,000' Ss & Sel., 4/4", 4 mos. 75,000' No. 1 C., 4/4", 3 mos. 81,000' No. 1 C., 5/4", 4 mos. 42,000' No. 2 C., 5/4", 3 mos. 55,000' No. 2 C., 4/4", 3 mos.</p> <p>ASH 58,000' 1 & 2s, 12" & up wide, 12/4". 14,000' 1 & 2s, 5/4", 8 mos.</p> <p>GUM AND COTTONWOOD BOXBOARDS 72,000' 9 to 12" and 13 to 17", 6 mos.</p>
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James E. Stark & Co., Inc.

Regular widths and lengths

<p>QUARTERED RED GUM 2 cars C. & Btr., 6 1/4", 4 mos. dry. PLAIN RED GUM 2 cars Com. & Btr., 6 1/4", 4 mos. dry. PLAIN RED OAK 1 car 1 & 2, 6 1/4" Wide, 6 mos. dry</p>	<p>2 cars 1 & 2, 5 1/4" Wide, 6 mos. dry SELECT QUARTERED WHITE OAK 6 cars 4/4", 12 mos. dry. MIXED CROSSING 1 car Plank, 12/4", 8 to 12" wide, 12 & 14' long, 24 mos. dry.</p>
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Ferguson & Palmer Co.

Recent Opinion From One of Our New Customers:

We are going to bear your company in mind because our inspector advises that out of the million feet which the writer bought when in your community last month, of all the stock that has come through so far, yours has shown up the best.

Memphis Band Mill Co.

We have the following stock for immediate delivery:

<p>WHITE ASH 1 car 5/4x10 & up, Sel. Com. & 1 & 2 1 car 2x10 & up, Sel. Com. & 1 & 2 1 car 2x12 & up, Sel. Com. & 1 & 2 2 cars 1x6 & up, Sel. Com. & 1 & 2 2 cars 1x6 & up, Sel. Com. & 1 & 2 1 car 10x3 & up, No. 2 Com.</p>	<p>1/2 car 12 1x3 & up, No. 2 Com. 1/2 car 16 1x3 & up, No. 2 Com. 1 car 6 1/4x3 & up, No. 2 Com. 1 car 8 1/4x3 & up, No. 2 Com. 1 car 1x12 & up, Sel. Com. & Btr. 1 car 5/4x12 & up, Sel. Com. & Btr. SOFT MAPLE 2 cars 8/4 to 16 1 No. 2 Com. & Btr., Free From Worms SOFT ELM 4 cars 12 1 No. 2 Com. & Btr., 5% 10 1/4", Free From Worms.</p>
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Riel-Kadel Lumber Co.

We Can Move To Your Order At Once

<p>COTTONWOOD 15,000 ft. 1 & 2, 4/4" Reg. widths. & lengths, 3 mos. dry 50,000 ft. Common 4/4" 50,000 ft. C. & B. 5/4" 50,000 ft. C. & B. 6/4" 100,000 ft. C. & B. 8/4" 50,000 ft. C. & B. 10/4" 100,000 ft. C. & B. 12/4"</p> <p>QUARTERED WHITE OAK 100,000 ft. C. & B. 5/8" 150,000 ft. No. 1 Com. 4/4" 100,000 ft. No. 1 Com. 5/4" 75,000 ft. 1 & 2, 8/4" 100,000 ft. No. 2 Com. 8/4"</p>	<p>PLAIN RED OAK 200,000 ft. 1 & 2, 5/8" 50,000 ft. No. 1 Com. 5/8" 30,000 ft. No. 1 Com. 4/4" 30,000 ft. 1 & 2, 6/4" PLAIN WHITE OAK 30,000 ft. No. 1 Com. 4/4" 200,000 ft. C. & B. 8/4" & thicker QUARTERED RED OAK 35,000 ft. C. & B. 3/4" 90,000 ft. Common 4/4" 30,000 ft. 1 & 2, 5/4" 70,000 ft. Common 5/4" ELM 75,000 ft. L. R. 10/4" 200,000 ft. L. R. 12/4"</p>
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MAY BROS.

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lbr. Co.

Main Office—Louisville, Ky.

Eight Band Mills—Brasfield, Ark.; Furth, Ark.; Allport, Ark., and Fayette, Ala.

We offer the following dry stock for prompt shipment:

QTD. WHITE OAK	QTD. RED GUM
178,000' 4/4 1s & 2s	435,000' 4/4 to 8/4 1s & 2s
274,000' 4/4 No. 1 Com.	532,000' 4/4 to 8/4 No. 1 Com.
73,000' 4/4 clear strips	PLAIN RED GUM
61,000' 8/4 1s and 2s	615,000' 4/4 to 8/4 1s & 2s
93,000' 8/4 No. 1 Com.	442,000' 4/4 to 8/4 No. 1 Com.
PLAIN WHITE OAK	SAP GUM
165,000' 4/4 1s & 2s	118,000' 4/4 1s & up, panel
252,000' 4/4 No. 1 Com.	152,000' 4/4, 13" to 17" Box
179,000' 4/4 No. 2 Com.	Boards
73,000' 6/4 1s & 2s	456,000' 4/4 to 8/4 1s & 2s
42,000' 6/4 No. 1 Com.	572,000' 4/4 to 8/4 No. 1 Com.
	358,000' 4/4 to 8/4 No. 2 Com.

ALABAMA SHORT LEAF YELLOW PINE

2,500,000' 4/4 to 8/4 B. and Better

8,400,000' 4/4 to 8/4 boards and dimension

WE WANT YOUR BUSINESS

Wood-Mosaic Co., Inc.

MAIN OFFICE: NEW ALBANY, INDIANA

Band Mills: New Albany, Ind., and Highland Park, Ky.

PLAIN RED AND WHITE

CHERRY

All grades and thicknesses. 11,400' 4/4 1sts and 2nds, 16" and wider, average width, 15 1/2", 40 to 50% 14" and 16" long.

QUARTER SAWN WHITE OAK VENEER—We carry a large stock of Sawn Veneer, operating six saws, and drying with a textile dryer.

DIMENSION STOCK. Give us your requirements in American Black Walnut Squares ready to ship.

WALNUT	PLAIN SYCAMORE.
49,500' 4/4" No. 1 Common.	14,200' 4/4" Log Run.
27,200' 5/4" No. 1 Common.	POPLAR
2,500' 6/4" No. 1 Common.	43,400' 5/8" 1sts and 2nds
7,500' 8/4" No. 1 Common.	19,500' 3/4" 1sts and 2nds
135,000' 4/4" No. 2 Common.	62,600' 4/4" 1sts and 2nds
38,900' 5/4" No. 2 Common.	12,600' 6/4" 1sts and 2nds
4,000' 6/4" No. 2 Common.	14,200' 8/4" 1sts and 2nds
3,200' 8/4" No. 2 Common.	55,000' 12/4" 1sts and 2nds
HICKORY	65,000' 16/4" 1sts and 2nds
8,000' 4/4" No. 1 Common.	37,500' 5/8" Saps & Selects
and Better.	16,700' 4/4" No. 1 Common
BASSWOOD	11,800' 5/4" No. 1 Common
15,000' 4/4" Log Run.	17,100' 8/4" No. 1 Common

Norman Lumber Company

LOUISVILLE, KENTUCKY

HAS FOR SALE POPLAR

15,000' 4/4 1s and 2d
10,000' 4/4 12" & up 1s and 2d
5,000' Box Boards 13" & Up
6,000' Box Boards 10" to 12"
25,000' 4/4 Saps & Selects
10,000' 6/4 Saps & Selects
15,000' 3/4 Saps & Selects
12,000' 4/4 Saps & Selects, 12" & Up
55,000' 4/4 No. 1 Common
35,000' 5/4 No. 1 Common
15,000' 3/4 No. 1 Common
30,000' No. 2 Common Strips

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash
Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

LOUISVILLE, KY.

Louisville Mill	Eastern Kentucky Mill
POPLAR	QTD. WHITE OAK
2 cars 5/8 Panel, 18" to 21"	2 cars 4/4 1s & 2s
10,000' 5/8 Panel, 22" and up	3 cars 4/4 Sd. Wormy
14,000' 5/8 1s & 2s, 6" to 17"	4 cars 4/4 No. 3 Com.
1 car 5/8 No. 1 Com.	6 cars 4/4 No. 1 C. & B., 2" to 4" strips
1 car 5/8 No. 2 Com.	PLAIN WHITE OAK
1 car 5/4 No. 1 Com.	3 cars 4/4 1s & 2s
PLAIN WHITE OAK	1 car 5/4 1s & 2s
2 cars 4/4 No. 1 Com.	200,000' 4/4 No. 1 Com.
PLAIN RED OAK	1 car 5/4 No. 1 Com.
1 car 5/4 1s & 2s	50,000' 4/4 No. 2 Com.
1 car 3/4 No. 1 Com.	3 cars 4/4 Sd. Wormy
5 cars 4/4 No. 1 Com.	50,000' 4/4 No. 3 Com.
1 car 5/4 No. 1 Com.	POPLAR
3 cars 4/4 No. 2 Com.	2 cars 4/4 No. 1 Com. S.&S.
QTD. WHITE OAK	MISCELLANEOUS
2 cars 4/4 1s & 2s, 6" to 9"	35,000' 4/4 1s & 2s, P.R.O.—K.D.—50% 14" — 16"
9,000' 6/4 1s & 2s, 10" and up	1 car 4/4 1s & 2s, P.W.O.
8 cars 4/4 No. 1 Com., 4" to 9"	1 car 5/8 Clear Sap Poplar
4 cars 4/4 No. 1 Com., 10" & up	3 cars 4/4 S.&S. Poplar
1 car 5/4 No. 1 Com., 4" to 9"	1 car 4/4 No. 1 Com. Sap Gum
1 car 6/4 No. 1 Com., 10" & up	1 car 6/4 Log Run Beech
3 cars 4/4 No. 2 Com.	
2 cars 4/4 No. 3 Com.	

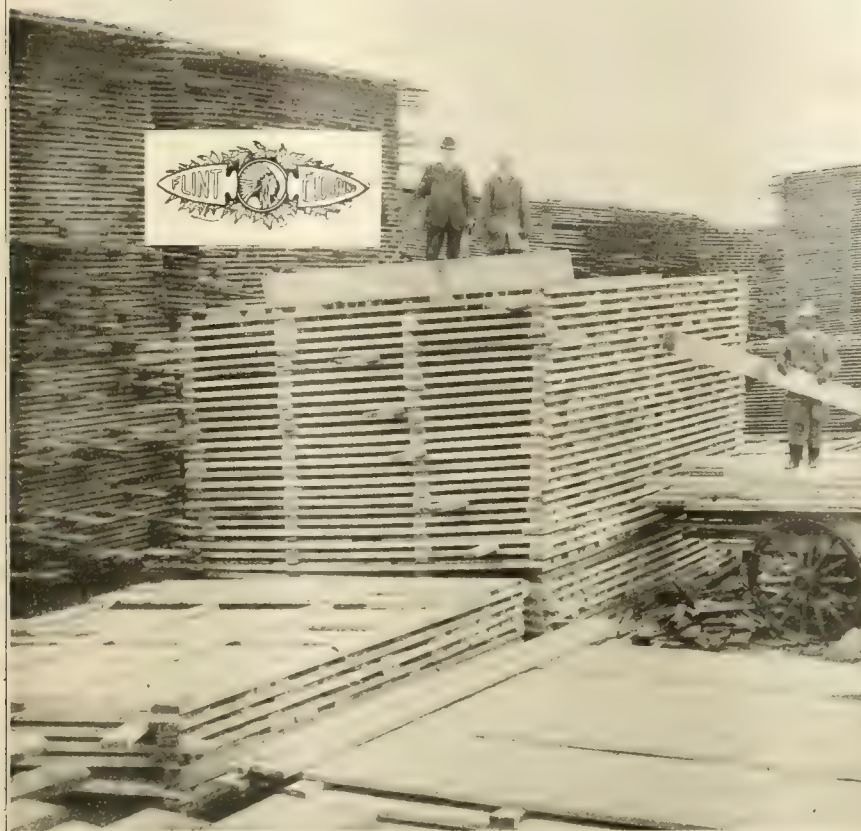
DIMENSION STOCK Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 1,500,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock.

But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stock-cutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co.



All Ready

THESE items, all representing Mason-Donaldson Quality, can be shipped out on a moment's notice—backed by the usual Mason-Donaldson Service. It is all bone dry lumber and offered, of course, subject to prior sale:

BASSWOOD

100M ft. 4 1/4" No. 1 & Btr., 50M ft. 5 1/4" No. 1 Com.
10 & 12 ft. 50M ft. 5 1/4" No. 2 Com.
2 cars 4 1/4" No. 1 Com. 50M ft. 6 1/4" No. 3 Com.
& Btr.

BIRCH

3 cars 1x4x5", 1 & 2 face 2 cars 8 1/4" No. 1 Com.
Strips Unsel.
200M ft. 4 1/4" No. 1 Com. 50M ft. 6 1/4" 1st & 2nd
Unsel. Sel. Red
50M ft. 4 1/4" No. 2 Com. 40M ft. 8 1/4" 1st & 2nd
Unsel. Sel. Red
150M ft. 5 1/4" No. 1 & 2 50M ft. 6 1/4" 1st & 2nd
Com. Unsel. Unsel.
75M ft. 6 1/4" No. 1 Com. 75M ft. 8 1/4" 1st & 2nd
Unsel. Unsel.

MAPLE

100M ft. 6 1/4" No. 1 & Btr. 100M ft. 8 1/4" No. 2 Com.
Hard Hard
100M ft. 8 1/4" No. 1 & Btr. 75M ft. 7 1/4" No. 3 Com.
Hard Hard

ELM

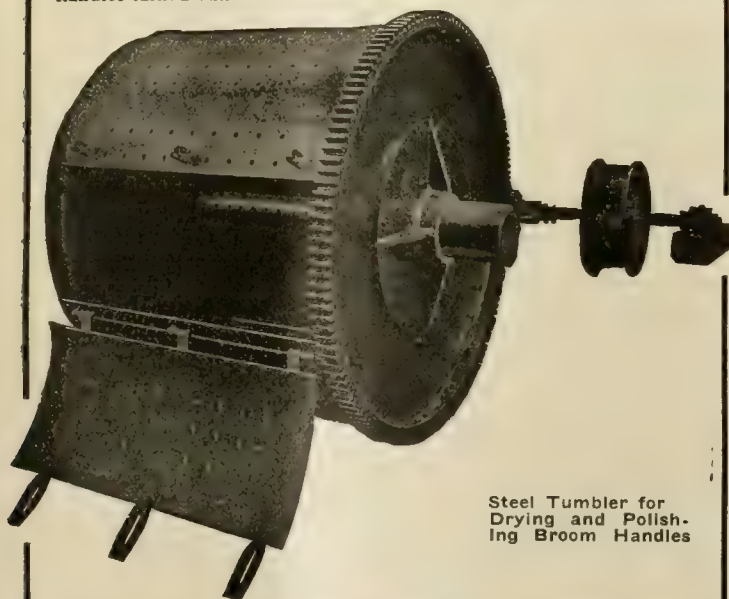
2 cars 4 1/4" No. 1 & No. 2 Com. Soft.

Incidentally, this list consists only of specials—quick movers. We carry at all times as complete a line of northern hardwoods as can be found. Then too our Flint Brand Woods and complete line of hemlock and pine have given us a national reputation as mixed car specialists. Try us out today.

Mason - Donaldson Lumber Co.
RHINELANDER WISCONSIN
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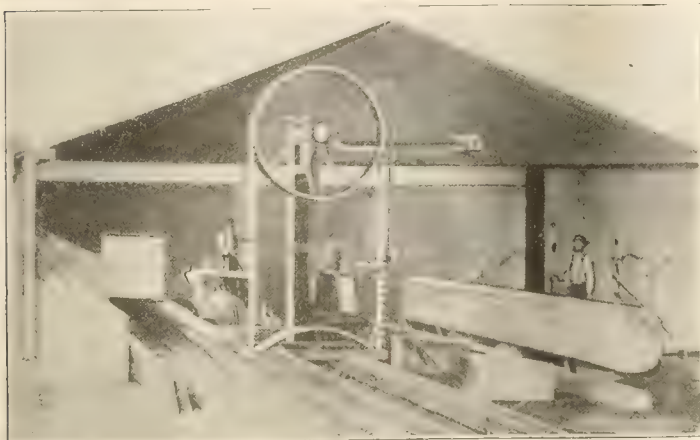
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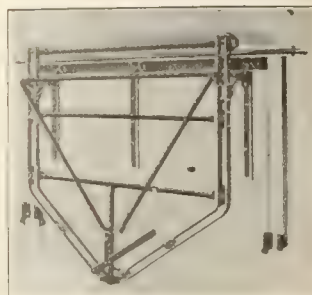
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Hardwood Record

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Edgar H. Defebaugh, President
Edwin W. Meeker, Managing Editor
Hu Maxwell, Technical Editor

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Review and Outlook



THE hardwood market has been finding its new war alignment during the past few weeks, during which period great industrial and economic changes have been in the making, and is now beginning to feel a more definite trend influenced by war necessities. The active work of the Southern Hardwood Emergency Bureau, which is lining up the producing facilities of the country and enlisting them for the government cause, is tending to stabilize the situation considerably as its investigations and work reveal the true necessities and the true possibilities of extending markets in government uses.

The total of consumption directly and indirectly for war purposes is proving to be of such vast proportions that it will have an even more definite effect upon the future movements in hardwood than had been anticipated. There is continued assurance that mill production will be strained to the limit to keep up with demand, and there is no possibility whatsoever of accumulations of stocks. This is more and more evident constantly and developments for the past few weeks add additional certainty of this outcome.

In the first place southern mills are finding even greater trouble in getting logs to the mills and the number of southern mills shut down because of inadequate log supply is being augmented every week. In fact the situation has become quite serious without much prospect of amelioration. The plans worked out by the emergency bureau in connection with the government show that much of the regular run of stock will be diverted into government needs and as much of this stuff will be shipped green or partially dry, yard room will be considerably relieved of any strain due to piling up incident to car shortage, as government shipments will of course have precedence.

In the other direction considerable sunshine is introduced into the situation by the rapidity with which needs directly or indirectly connected with the war department are replacing needs incident to normal industry. Emphasis has been given of late to receding building requirements, and it is quite probable that this has been too greatly emphasized as while high prices and uncertain conditions necessarily retard speculative residential building, there is a very wide expansion in industrial and miscellaneous building, and it is altogether likely that future months will see great activity in farm construction, much more than has ever before taken place. In short, with the resources of the nation concentrated on the one object, increased production in food, commodities and supplies of all kinds, it must necessarily follow that facilities incident to this production must be increased in proportion. With steel practically out of consideration for structural work at present, (and reinforced concrete construction is concurrently hit by high price of steel), wood will be called upon to serve a vastly extended use during the remaining period of the war and for some time thereafter.

Thus as far as the lumber business is concerned, the national readjustment gives the definite assurance that it will redound to the benefit of the lumber business and that in the very near future alignment of trade, commerce and industry will be so definitely worked out that future developments may be foreseen with accuracy.

Are Chestnut Forests Doomed?

THE UNWELCOME FACT MUST BE FACED that the chestnut forests are in grave peril from the blight that has now spread to nineteen states which embrace nearly the whole range of this valuable tree. Large sums of money have been spent and the services of tree specialists have been used without stint; and still no adequate means of combating the disease has been found. Apparently it is beyond control. If local success in the fight has encouraged the hope that a remedy is on the point of discovery, the hope has faded as failures multiply. The extirpation of a tree species from an area of nearly half a million square miles must be classed as an event of first importance. If it happens, as now seems probable, it will stand without a precedent in physical geography since historic times began.

Even while the destruction of chestnut timber goes on in spite of human efforts to hinder, a blight has attacked white pine, and there is reason to fear that the history of the destruction of chestnut is about to be repeated in the case of white pine. In both instances, the death of the timber is due to vegetable growths—funguses—which insinuate themselves beneath the bark and do their deadly work there. The similarity to tuberculosis that attacks human beings is very striking. In both cases, vegetable growth causes the disease.

Steps are being taken to plant new kinds of chestnut to take the place of our dying forests; but the steps thus far are weak and few compared to the need. Experiments seem to prove that a chestnut which grows in China and Japan resists the blight. Many thousands of these trees are growing in this country; but they are small and most of them are being used for observation and experimental purposes by the government. This chestnut's chief value in its native home is due to the nuts it produces. It is a prolific bearer, and the nuts are as large as those of the Italian chestnut. But the Japanese tree grows large enough to be valuable as lumber. Trunks attain a height of one hundred feet.

The indication that this foreign chestnut will be immune to attacks which kill our native tree gives hope; nevertheless, the task of planting an area of several hundred thousand square miles to take the place of former and present chestnut forests, is well nigh hopeless. A thousand years would not be time enough to do it, at any speed in tree planting ever yet reached in this country.

SEP 1 - 1917

For Fire Prevention

THE PHYSICIAN SERVES HUMANITY by reaching and correcting the source rather than eradicating the perceptible evidence of physical ailment. So the nostrums, salves and ointments handed out so frequently by those selfishly interested in the spread of so-called fireproof construction miss the main issue. One of the sorest spots in our national life—the immense loss through preventable fires—is in no wise corrected, but rather the issue is clouded and complications are created by the often extravagant claims by those interested in the sale of materials supposed to be helpful in eliminating the fire hazard. The one thing, though, which is so far the dominant cause of the awful fire waste that all other causes are purely incidental, namely, negligence, carelessness and lack of efficiency, is not gotten at in any way whatsoever through the extensive propagandist work that the advocates of so-called fireproofing have been carrying on.

Sanity and common sense dictate that the matter shall be approached from its source else there will be no solution. The National Board of Fire Underwriters of New York City is behind one of the most promising movements in this direction. It has prepared for the Council of National Defense and is mailing to a list of some 66,000 leading manufacturers, a booklet of directions for the prevention of fires under the title "Safeguarding Industry," together with a show card of fire prevention rules for employees. The book is for free distribution and the board is anxious for as wide a circulation as possible.

The importance of this work coming at this particular moment is emphasized by a statement made by President Wilson to be published on the cover of the booklet. He says:

"Preventable fire is more than a private misfortune. It is a public dereliction. At a time like this, of emergency and manifest necessity for the conservation of national resources, it is more than ever a matter of deep and pressing consequence that every means should be taken to prevent this evil."

Such fundamental work as this will, it is entirely safe to predict, do far more in a given period to cut down the fire loss than all of the artificial remedies that ever were or ever will be proposed towards this end.

The Stakes Are Driven

WORK HAS BEEN STAKED OFF for the hardwood producers of the United States in supplying material for the war. The Southern Hardwood Emergency Bureau, with headquarters at Cincinnati, has been created and authorized to buy hardwood supplies for the government. It is intended that all such purchases shall be made by the bureau, and the actual distribution of orders will be done by one man. The government will pay at a maximum price fixed by the bureau. The agreement of the government to pay the price thus fixed is taken for granted. The matter of purchases is thus greatly simplified. Haggling over prices, wire pulling for orders, contending over terms, and scandals growing out of contracts, will be largely eliminated from the business of buying and selling hardwood lumber for government use. It is believed that about 1,000,000,000 feet a year will be needed. That is one-sixth of the total hardwood production of the United States. Full details of the plan are printed on another page of this number of HARDWOOD RECORD.

So far as information at hand shows, the plan is satisfactory to the hardwood producers. If it is fairly and squarely carried out—and there is no reason to believe it will not be—it will distribute the business equitably among producers who wish to share, and are in a position to do so.

Of course, the price which the bureau will fix is an important matter, and if too low, it will afford just grounds for complaint. But it is not to be anticipated that the price will be too low to afford a fair profit for the lumberman. The middlemen may not be so well provided for as they would like; but there is nothing in the published plans to prevent any wholesaler or retailer from selling suitable material that he may have on hand.

There is no apparent disposition on the part of the government to insist on prices too low. Extraordinary conditions are recognized. The manufacturer must make money or he cannot meet his obligations in

the form of high wages, increased taxes, and other unusual expenses. President Wilson spoke plainly on this subject when he said:

A just price must, of course, be paid for everything the government buys. By a just price I mean a price which will sustain the industries concerned in a high state of efficiency, provide a living for those who conduct them, enable them to pay good wages and make possible the expansions of their enterprises, which will from time to time become necessary as the stupendous undertakings of this great war develop.

Hardwood lumbermen are receiving the same treatment and the same consideration accorded all other producers of material needed in the war. Purchases are being made through bureaus. This simplifies the business of buying and selling, and will, in a measure, head off unscrupulous speculators, such as made fortunes during our Civil war by simply manipulating the productions of others and cheating the government on contracts.

Back of it all, lies the government's power to commandeer, on a moment's notice, all plants and resources which fail to respond to the call made upon them for supplies. It should not be necessary to commandeer a single lumber plant in this country.

Results Becoming Apparent

A DOZEN OR MORE YEARS AGO a heated controversy was going on in this country concerning the effects of forests on soil and stream flow. Foresters claimed that a tree cover on the mountains regulates the flow of streams, lessens the damage by floods, and mitigates the periods of low water, besides constantly enriching the soil, and probably modifying the climate. The opposite view was taken by Willis Moore at that time chief of the Weather Bureau. He published a report attacking the claims of the foresters and asserting (without proof) that forests exercised no such influence as was claimed for them. Had it not been apparent that the weather man's opposition to forestry was influenced by political consideration (He was a candidate for Secretary of Agriculture) and that he was very poorly informed on the subject which he discussed, his attack might have had a disastrous effect upon appropriations for forestry, particularly upon appropriations for the purchase of land by the government in the Appalachian regions. His attack failed, and the forestry movement went ahead.

At the time of the controversy, the foresters based their predictions largely upon theory, so far as this country was concerned, though their claims were substantiated by facts in European forestry. Since then, their claims have been proved by facts in this country. Burnt-over and denuded lands which were bought by the government less than ten years ago have been redeemed, and the predictions which were then based on theory are now being verified by facts. The following extract is to the point. It is from an address recently delivered at the Pennsylvania forestry conference at Pittsburgh by William L. Hall, who is in charge of the government's forestry work in the Appalachian region. Speaking of the government purchases in the southern mountains he said:

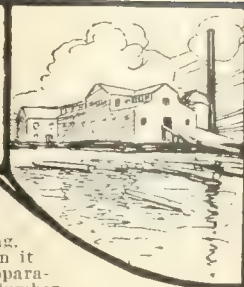
Public ownership of these lands quickly justifies itself. Where we have been able to buy fairly solid bodies of considerable size we have been able practically to control fires. Young timber growth has sprung into quick recovery, and the soil fertility is being rapidly increased by leaves and litter from the forest. Because of this increased mulch which keeps the ground moist, better growth is taking place in the young timber so that taller, straighter and more perfect trees will be secured in the next stand. The streams are running clearer; their flow is more regular. Waterpowers and all uses of water have been distinctly aided. While much of these lands has been cutover for their best timber, we find that under the careful methods employed by the government it is possible to make sale of much dead and defective stuff hitherto considered unsalable. In this way we are cleaning up the ground and putting the land into far better condition both for fire protection and for the production of a valuable forest. It would do you good to go with me into one of these stands which was full of the wreckage of former timber operations and see how it has been cleaned up and regenerated under improvement cutting by the government. The returns from these purchased lands are already coming in. Beginning with a few hundred dollars in 1914, they amounted to nearly \$10,000 in 1916, and will double that during the present fiscal year.

The war may stop further work for the present in that region by cutting off the appropriations for carrying it on. Almost everything must give way and furnish a clear track for the war. However, a demonstration has proved the correctness of the foresters' predictions.



The Warping of Wood

HU MAXWELL



Editor's Note

Some of the most vexatious problems that come to the woodworker relate to the shrinking, warping, and checking of wood. These distortions result when lumber parts with some of its moisture or when it receives more than it can stow away in the cavities with which wood abounds. The dry kiln is the apparatus most frequently put in use to rid the manufacturer of the nuisance of the warping and checking of lumber. Many of the problems have not yet been satisfactorily mastered, but progress in that direction has been great in recent years.

ARTICLE TWELVE

Board sidewalks in villages which have not passed that stage of civic progress, often show lumber that is warped in an extreme degree. The boards are three or four feet long and are nailed across sleepers or stringers, and are curled in the shape of new moons laid on their backs. The stranger who is lacking in the special kind of experience required, can get over such a sidewalk with difficulty. Every plank tilts and rocks as he steps on it; but practice has made the native villager perfect in that variety of pedestrian gymnastics, and he is able to navigate such a sidewalk without apparent inconvenience.

The old roof of oak shingles furnishes another example of excessive warping. Oak shingles are seldom made in these days, because the oak is worth more for staves and lumber, and shingles are now made of other woods. But the genuine article may still be occasionally seen in rural districts where old roofs have survived from former years. During long spells of dry weather the old oak shingles curl up at the loose end, giving the roof the appearance of the ruffled feathers of an irritable fowl.

Tan bark stripped from tree trunks by the peelers, and laid out to dry in the sun, furnishes examples of excessive warping. Broad slabs of bark, during the process of drying, may roll up tightly in the form of cigars.

Other and various instances of the warping of wood may be met with nearly anywhere that the material is put to use. It is frequent in lumber yards, particularly if the piling of the lumber has not been carefully attended to. Boards bending upward at the sides and the ends, if free to move, may rise partly from the ground. Finished work may warp as badly as rough boards, for the mere process of planing, sawing, and fitting wood does not guarantee it against warping. Possibly a door refuses to latch because one side has twisted out of plumb, or a window sash will not slide up and down as it was meant to do, or a table top presents a distorted appearance, or possibly a piano top will do the same, and all sorts of paneling may become curled and warped.

When wood behaves in this manner it is doing nothing new. The handle of the stone hatchet of the paleolithic man warped as badly, and in the same way, as the ax handle of the modern lumberman. Wood has not changed. Modern methods of working it have not increased or lessened the material's natural tendencies to twist or pull out of shape. The modern boat builder who is compelled to reject a warped stanchion is confronted by precisely the same proposition as confounded Noah when he discovered that a king post of the ark had warped and had pulled the rooftop out of line.

WARPING IN WOOD DUE TO SHRINKAGE.

The warping of any material is due to stresses, usually to the pull of a force that is not counteracted by an equal pull in the opposite direction. In wood this pull is commonly caused by shrinkage, and the shrinkage is the result of drying.

Wood is not the only material that warps. In the old cemetery at Frederick, Md., are many graves, each covered with a marble slab,

on four posts, like a table top. Some of them have been in position for a hundred years. The pull of gravity has warped some of these slabs so that the middle is several inches below the ends which rest on the posts. The stone slabs are curved in much the same manner as the boards of the sidewalk mentioned in a former paragraph; but the stress that warped them was not due to shrinkage but to gravity—to a pull in one direction with nothing on the opposite side to offset it. Though due to a different cause from that commonly producing lumber warping, the result is comparable to the warpage of wood.

Wood will warp in the same way, but when the stress is outside rather than in, the name of the result is usually "bending" instead of warping. On some of the western mountains where wet snow in winter accumulates to depths of from five to twenty feet, the hitching racks for horses in front of mountain stores (which are abandoned in winter) present an interesting appearance after the snow melts in

the spring. The racks consist of beams about eight inches square resting on posts twenty feet apart. The weight of the snow, bearing down for weeks at a time, bends the beams to the shape of the sidewalk boards or the grave slabs. Again it is the result of stress in one direction only.

These homely examples contain the key to all kinds of wood warpage. The processes may be very simple or extremely complex, but the causes are the same—stress in one direction with nothing to offset it.

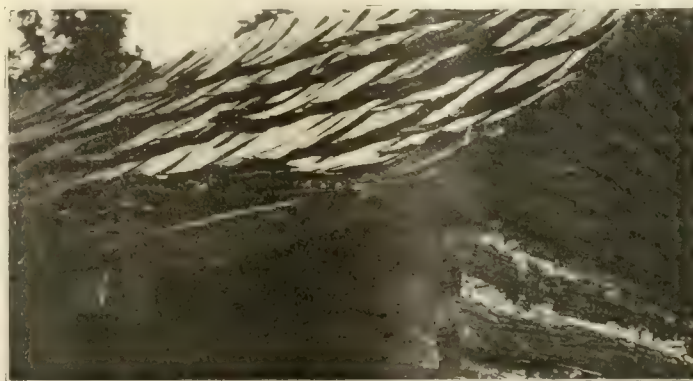
Checks and cracks in wood may be regarded as a kind of safety valve to relieve the stresses and

prevent warping. The wood pulls apart and a crack opens, because the wood will split sooner than it will bend. Checks vary in size from those so small that a microscope is required to reveal them, to others large enough to furnish hiding places for bats. Very large cracks sometimes open in the ends of hardwood logs (seldom in softwoods). Oak, hickory and chestnut are frequently damaged by such cracks; but the extreme is seen in blue gum or eucalyptus that grows in California, the logs of which sometimes split wide open from end to end.

CAUSE AND EFFECT.

A study of the warping of wood, considered in detail, involves an examination of the minute structure of the material. This might be carried far into the special field of the microscope, but it is not necessary to do it in order to cover the ground outlined in this article. A few simple facts will suffice.

In the first place, the structure of wood is very complex. It has been remarked that a modern skyscraper building, with its rooms, halls, elevators, windows, chutes, floors, and dividing walls, is not more complex in structure than a half cubic inch of wood, if magnified to the size of the building. Wood is composed primarily of cells and other elements, some of which lie with their long axes up and down the trunk, others at right angles to them, extending from the bark toward the center of the tree. Those extending up and down are the most important in the majority of woods, because most numerous, the largest in size, and most vital to the tree's existence. The elements

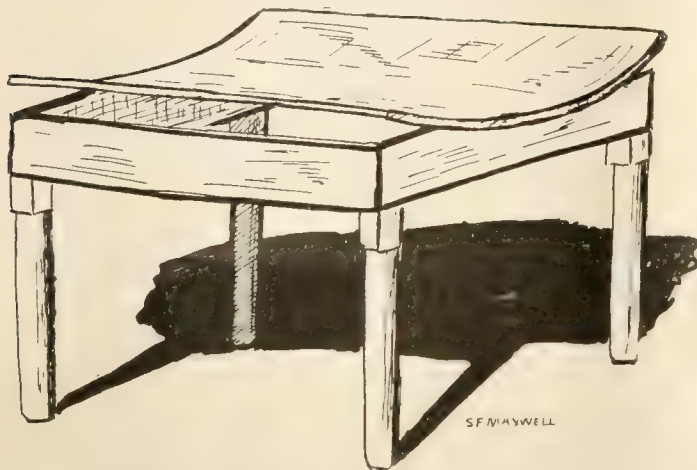


ROOF OF WARPED SHINGLES

The curl in these shingles is due to the more rapid drying of the upper than the lower side after rains. North Carolina.

extending from the bark inward belong to the medullary rays. All woods have these rays, and all woods likewise have fiber running the long way, up and down the trunk. These fibers or cells are the strings which draw, when wood is in the process of drying, and the pull may warp the wood or cause it to check.

The pull or stress is produced by the drying, and the consequent shrinking, of the wood. When a certain percentage of the water in green or wet wood goes out, the individual cells become smaller by the thinning or contracting of their walls. Every cell so shrinking pulls a little, and when such a force is multiplied by millions, it may



WARPED TABLE TOP.

Caused by the More Rapid Drying of the Upper Than the Lower Side—Common in Kitchen Furniture Subject to Frequent Wetting.

become powerful enough to produce warping in a plank, panel, board, or other piece of wood.

A piece of wood contracts sidewise but not much endwise. That is because the individual cells composing the piece shrink sidewise but very little endwise. The shrinkage of a plank or beam is only a multiplication of the shrinkage of individual cells or fibers. Most of the cells composing a stick run lengthwise. There is, however, some lengthwise shrinkage in wood, and a good deal more of it in some species than in others. Oak has it to a considerable extent, which accounts for the curling up of oak shingles and for the new-moon shape of oak boards in sidewalks. There is less end shrinkage in soft woods than in hardwoods. The pioneer farmer knew that the white pine shingles with which he roofed his buildings did not curl up; and experience taught boards of aldermen in little towns that sidewalks of hemlock, pine, and spruce did not warp badly, though these woods decayed sooner than oak; and sometimes the new-moon sidewalk of oak that lasted well was preferred to the straight planks of softwood which looked better but fell to pieces sooner.

ENDWISE SHRINKAGE

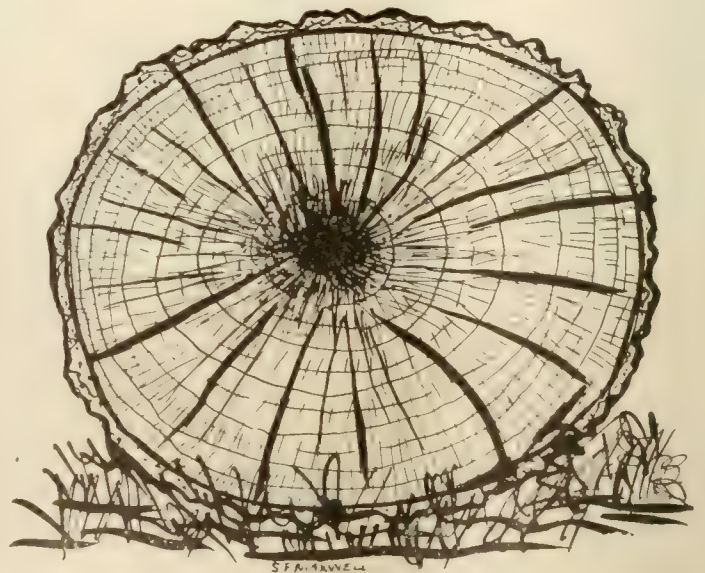
The sidewise shrinkage of a board or other piece of wood is common and well-known, but there is some shrinkage endwise and a reason for it. The cells which run the long way of the lumber, while they are drying, contract a little in length and contribute in proportion to the pull lengthwise. But the main lengthwise pull comes from the contraction of that system of cells forming the medullary rays. These cells, as stated before, have their longest axes extending from the bark inward toward the tree's center. When they contract sidewise, their pull is lengthwise with the stick and tends to make it shorter. Cells of that kind are pretty numerous, but few in comparison with those extending up and down the tree. Hermann von Schrenk estimated that western yellow pine has 25,000 medullary rays per square inch. Each ray is composed of bundles of cells and the cells have their long axes extending from the bark toward the heart. When these cells contract sidewise their pull shortens the piece of timber. Perhaps most endwise shrinking of wood is due to the sidewise contraction of the medullary cells. As might be expected, woods with the largest and most numerous medullary rays, such as oak, beech, and sycamore,

show considerable tendency to shrink lengthwise. Wagon felloes of oak shrink so much lengthwise in the hot dry summers in the Southwest that tires can scarcely be kept on the wheels; while Osage orange felloes in the same region have so little endwise shrinkage that it can scarcely be noticed. The difference in the behavior of oak and Osage orange may be accounted for by the difference in size and number of the medullary rays of the woods.

The stress of shrinkage appears never to be sufficient lengthwise to cause checks running across the grain, though checks lengthwise may occur in any wood. Theoretically, at least, a stress or pull might be strong enough to produce checks in wood across the grain. Some of the so-called African mahoganies occasionally show "breaks" which have all the appearances of checks across the grain. It is supposed they are caused, not by the stress of shrinkage, but by the violent swaying of the trees by high winds.

THE ECONOMIC ASPECTS

The shrinkage of wood and all the consequences, particularly warping, checking, and hollow-horning, are considered much more important now than they once were. That is because the utilization of wood is more highly developed than it was a few generations ago. The early farmer did not much care whether his fence boards warped or not; but the modern farmer does not want his dining table or piano to warp. In former times it did not matter much about the rough lumber used for the barn, but the panel work in the modern residence must not check and crack. The whole order of uses has undergone a change, and is still undergoing changes, and will continue to do so, and the manufacturer of wooden commodities must recognize the changes and conform to their demands. Nearly every article made of wood is entering higher classes, demanding better material and better work.



EASIER TO SPLIT THAN TO WARP.

The Log Was Too Thick and Strong to Bend, So the Wood Pulled Apart Under the Stress of Excessive Shrinkage.

One of the most important changes in woodworking is that time is now an element where formerly it was relatively unimportant. The drying of lumber must be done quickly. The makers of old-time hat blocks and gunstocks could wait six years for their wood to air dry; but the modern furniture manufacturer is not willing to wait so long, and he hurries the seasoning process by means of a dry kiln. Much time is saved, but at the same time risk of spoiling lumber is incurred. The old slow way of taking moisture out of lumber by open air exposure generally left the boards straight and sound, but the modern kiln has brought the shrinking, warping, and checking problems to the front, and the foremost dry kiln makers are doing their best to solve those problems. The kiln's purpose is to dry wood quickly, but it must be done well.

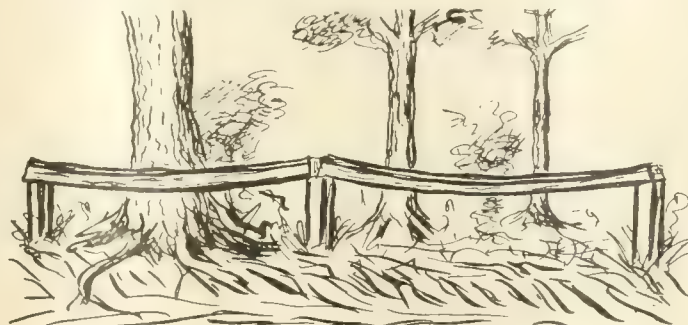


BARK ROLLED TIGHT BY WARPING.

A Common Sight in Forests Where Bark Is Peeled for Tanning or Other Purposes. Drying All on One Side.

When moisture below a certain percentage is taken from wood, the wood shrinks. The vital problem with all kilns is to dry lumber in such a way that this shrinkage is distributed equally over all parts. If unequally distributed, one part will contract more than another and warp the material or produce checks and cracks. Devices have been provided for extracting the moisture so evenly from all parts of the plank that every stress will be counteracted and the plank will remain straight and without checks. Speed is necessary, but speed has its limits. Moisture from the interior of a piece of wood can come away only so fast. Attempts to speed it up too fast will cause shrinking in some parts, with checking and warping.

Veneer panels, such as furniture makers use, are built up of single sheets, the grain of the superimposed sheets crossing one another at right angles. That is done to counteract stresses due to the shrinking and swelling of the wood during alternate changes from wet to dry weather. The pull of one shrinking sheet is in one direction,



WARPED BY GRAVITY.

Horse Racks Among Mountains of California Bent by Weight of Heavy Snow. Pressure Was All on the Upper Side.

the next pulls in a different direction, one offsets the other, and the panel remains straight. The manufacturer of articles of wood must be eternally on his guard against the strains produced by the shrinking and swelling of the material. He cannot wholly prevent them and must meet them the best he can. No matter how carefully wood may be seasoned, it is liable to absorb moisture enough from the air in wet weather to cause some swelling, and it is liable to part with enough in dry weather or in a heated room to cause some shrinkage. The man who successfully handles wood that goes into exacting situations must work out almost as many problems as the general who conducts a military campaign involving master strategy.

The shrinkage of wood is caused almost wholly by withdrawing water from it, and swelling by putting water into it, the effect of heat and cold being almost negligible so far as they diminish or increase the bulk. That is different from metals and many other materials whose bulks respond quickly to changes in temperature.

Mobilization of Hardwoods

The hardwood resources of the country are being mobilized as never before in history, in order to meet the demands of the government in carrying on the war. The organization was brought about at the request of the government, and the terms of the Sherman act have been practically suspended, so far as the lumber industry in connection with government business is concerned, until the war is over.

The mobilization is being done under the name of the Southern Hardwood Emergency Bureau, which has established offices in the Union Trust building, Cincinnati, O. The work is under the immediate direction of a committee of prominent hardwood manufacturers representing the entire producing capacity of the country, the personnel of which is as follows:

- M. W. Stark, St. Albans, W. Va., chairman.
- L. P. DuBose, Charleston, Miss.
- F. W. Mowbray, Cincinnati, Ohio.
- H. B. Weiss, Memphis, Tenn.
- B. B. Burns, Huntington, W. Va.
- R. L. Jurden, Memphis, Tenn.

Briefly, the purpose of the bureau is to make immediately available to the government an ample supply of hardwood lumber for prompt delivery, as well as the mobilization of the hardwood mills so that special orders can be placed to insure prompt service on government requirements.

The bureau will act as the authorized agent for the government in placing government orders for hardwoods, and, at the same time will be the official representative of the hardwood manufacturing industry. The bureau will fix maximum prices that the government will be charged for all grades and kinds of hardwood lumber. It will secure from hardwood mills lists of stocks available, cutting capacity and other information necessary in placing government orders for quickest action. The government will place its specifications and requirements in the hands of the bureau and the bureau will in turn locate the stock and place the orders.

RULES GOVERNING THE BUSINESS

A letter has been sent to 1,500 hardwood manufacturers, of information acquainting them with what has been done and outlining the methods of procedure in this important matter. A summary of this letter is given below:

All manufacturers of hardwood lumber are notified that the government requests them to co-operate in placing their facilities, including stocks of lumber, at the disposal of the government, and, for that purpose, the government asks them to agree upon a maximum price, beyond which it will not be charged for the hardwood lumber it requires, and also that the manufacturers agree to furnish such quantities of lumber as they may be called upon by the committee authorized to handle the business.

A representative committee shall be appointed with full power to bind the manufacturers for prices and deliveries.

The committee shall obtain the agreement of each manufacturer to bind himself as to maximum prices and proportions of stock, whether he is a member of associations or not.

Each manufacturer committing himself to the committee shall furnish a list of his available stocks upon blank forms provided by the committee and shall notify the committee of changes in stocks from time to time.

Blank forms sent out by the committee to the manufacturers in response to inquiries received from the government shall show the items indicated on the inquiry, but shall not show the amount of feet of each item. The manufacturer should specify the amount of each item which he has on hand or can furnish at prices fixed by the agreement.

The authority to divide the orders among the manufacturers in accordance with their stock filed with the committee shall be vested in one individual, and the committee itself shall not assume authority of dividing the orders. In no other way can criticism regarding the division of orders be avoided.

The person delegated to divide the orders shall not be connected with any firm offering stocks for sale to the government, and obviously should be a person in whom all manufacturers have entire confidence.

When orders are divided among any number of manufacturers for shipment of hardwood lumber on any particular job the person authorized to divide the orders shall issue a list of the firms with which the business was placed, showing the total quantities in feet ordered from each manufacturer, but not the specified quantities of each item.

The committee shall instruct the person authorized to divide the orders not to furnish any information regarding the division of orders to all persons asking for it, and shall protect him by resolution instructing him not to give out any information regarding the division of orders except in his final published summary of the same after the business has been placed.

The person authorized to divide the orders must do so; first, on the basis of the requirements of the government for prompt shipment, and, second, upon the ability of the mills to furnish the stock, placing business with the mills nearest to the point of delivery and having the lowest freight rates.

After each order is divided among the mills and definite orders placed with them the committee shall approve of the placements made by the person authorized to divide the same.

All records shall show that the prices quoted to the government are maximum, and there shall be no implied agreement that lower prices may not be quoted through the committee if any individual mill wants to offer its stock for less money than the proposal made.

A careful record of the amount of lumber ordered from each mill shall be kept. The revenue of the bureau will be derived from an assessment of 2% on the f. o. b. mill invoice price levied on each manufacturer who through the medium of this bureau furnishes any hardwood lumber on government orders. If this basis of assessment produces a fund more than necessary for the expense of the bureau the surplus will be returned pro rata to the contributors. If the fund is not sufficient to defray the necessary expense a proportionate additional assessment will be levied.

Mills shall be instructed to furnish copies of invoices as follows:

Two copies to the contractor.

One copy to the committee for its information.

One copy to the Advisory Committee on Lumber, Council of National Defense, 1230 Munsey building, Washington, D. C.

The manager shall check the prices shown on copies of all invoices with the schedule of prices submitted to the government and if there is any discrepancy same shall immediately be called to the attention of the shipper and corrected invoice filed with the contractor and committees as above enumerated.

Contractors in ordering lumber for government use should be asked to furnish a confirmation of the specifications from the government.

In giving a written acceptance to the contractor of business placed by him, the chairman shall note upon the acceptance the fact that the order is taken with the understanding that the government will guarantee payment for the material.

Arrangements must be made with the contractor to have the necessary cars placed at the several mills among which the business will be divided, and he should be furnished a list of the mills which will furnish the material on his order.

The car service committee of the American Railway Association has a representative at Washington, D. C., who will order the railroads to place

equipment at each of the mills designated, upon the request of the contractor.

In order that the car service committee may check all orders for cars, a list of the mills among which any particular order is divided will be filed with the Lumber Advisory Committee, at Washington, D. C., with statement that it is for its information only, such list showing the name of mill and railroads on which each mill is located.

Owing to the urgency of the government, mills are impressed with the necessity of giving this business first consideration and should instruct station agents to mark way bills "Government Business" in red ink. Many railroads are furnishing placards to be tacked upon the sides of cars loaded with government material.

The person dividing the business shall require each mill to notify him promptly when cars are not placed for loading, so that he may take up the matter with the contractor on his job.

The mill shall notify the manager when any unavoidable delay is likely to be incurred in loading at the mill, in order that he may arrange to cancel the business and place elsewhere, if the urgency of it makes it advisable. This is service which the contractor and government will appreciate and is one of the reasons why the government is requesting the mills to mobilize themselves for this work.

It is understood that the Lumber Advisory Committee of the Council of National Defense will designate the species of lumber to be used. In utilizing the kind of wood nearest available it is the desire of the lumber committee to prevent the cross hauling of cars from various sections of the country, thus unnecessarily tying up a large amount of equipment.

The Southern Hardwood Emergency Bureau at Cincinnati accompanies the foregoing letter with this pointed warning:

If this appeal is not responded to in the proper manner, there is no question but what the government will commandeer the timber-supplying resources of the county in the same manner as they have steel and coal. We must bear in mind that the government does not have to wait now for legislation from Congress, but an executive order without previous public notice can lift us up and put us in surroundings which are entirely new, and we may find ourselves in a very undesirable position.

The bureau has received orders for hardwood parts for seventy-eight ships, and about 9,000 feet will be needed for each vessel. Perhaps the total call will be for wood for 1,000 ships, and enough timber for these is easily available, in addition to that required for airplanes, wagons, handles, and other articles. Much heavy oak is needed. For example, rudder posts twenty inches square and thirty feet long will call for the finest trunks, and several other parts are nearly as large. Three hundred feet of perfect oak is needed for each airplane propeller. Serious seasoning problems must be met in preparing some of this stock. The bureau will hold its next meeting in Washington.



The Lumberman's Round Table



Soundproofing Doors

Wood doors of fire-resisting qualities have been produced successfully, and the soundproof wood door is now coming to the front.

A visitor recently inspected a hospital building of recent construction, and had his attention called to a heavy door which was guaranteed to be absolutely soundproof. Not only was the door frame lined so as to make a perfect joint, but the door itself was manufactured in two sections, with a layer of insulating material in between. It was explained that the door had been designed originally by a musician.

Wood doors, by the way, are still favored in hospitals, in spite of the tendency there to make everything hyperaseptic through the use of steel furniture, etc. Wood furniture is of course used in the private rooms, but metal prevails in the operating rooms and other service departments. Even wood floors, which would seem to be desirable from the standpoint of warmth, are being eliminated in new buildings in favor of terrazzo and tile, in the halls and in the bed-rooms. Rugs are used on the floors, but the effect does not suggest comfort.

How Profit-Sharing Stimulates

A young lumberman, who, according to his friends, was "no account," not because of lack of ability but because of lack of effort, finally reached the point where he had to take a job that meant hard work: running a little country sawmill on a profit-sharing basis.

The owners of the mill entrusted him with its operation after

making this arrangement, feeling that the possibility of sharing in the profits might stimulate him to real accomplishment. He was given a salary that was more than modest, and his real earnings, if any, were to be made as a result of a good production at a relatively low cost.

For once in his life the youngster buckled down to a real grind, which meant hard work all day, getting up early in the morning, and being on the job all the time. But he made good. He turned out to be a clever log buyer, and he had his men in the mill and on the yard working their heads off for him. The result of the first year's work was that he made more money than he had ever done before.

Profit-sharing is a spur to lagging ambition as nothing else is. The man who has a stake in the profits doesn't need to be driven—he will drive himself. Because of this the employer who has good men from whom he is getting only partial efficiency ought to consider some arrangement that will put a premium on progress.

The Second Generation

A lot of fine young fellows who would probably be in the lumber business otherwise will be fighting for Uncle Sam before long, so that this discussion may not be especially timely just now. However, the fact is that too few sons of lumbermen get the training which made these men themselves successful.

The most conspicuous success in the hardwood trade in recent years has been scored by two young men who grew up in the lumber busi-

ness, helped their father run a mill and yard, and actually handled lumber themselves. They laid the foundation for their success in the practical knowledge acquired of the trade in the only way it is possible to acquire it—by experience.

On the other hand, there are plenty of cases where a horny-handed, hard-fisted, soft-headed lumberman, who wants his son to dodge the hard work, has tried to teach him the business so that he could run it from behind a mahogany desk and without getting his hands dirty. But it can't be done. The only way to learn the business so that it will be really mastered is to get right up against it, seeing the logs sawed into boards, helping to do the work, and coming in personal contact with every phase of the proposition.

Card Index the Big Orders

A well-known lumberman has a clever system of handling orders, especially those which involve shipments of more than one car. As this concern not only manufactures considerable stock, but jobs the product of other mills, the system is of assistance in making clear just what condition the order is in at a particular time.

A card index is utilized in the operation of the plan, the card being ruled off to show on one side the complete details of the order, the dates on which the different shipments are to be made, and the quantity, grade and price of each item of lumber to be handled in connection with it. On this side also is space for indicating the settlements which are made by the customer.

On the other side of the card is shown the date of shipment of

each car, whether from the company's own mill or some other. The time the order was sent to the mill is noted, and when advice is given that the shipment has been sent, this is indicated as well, so that the customer can be informed of the probable date of the arrival of the car.

The lumberman uses this card system constantly, going through it almost daily, especially in times like these, to see what he is still short on, and what items he will have to go into the market for. He also sees at once whether each customer is receiving a reasonable quantity of lumber to apply on the orders, so as to keep these alive. By watching the situation developed on the cards, which are easy to keep up to date, he has found his work simplified, and his correspondence much less difficult to handle.

The cards are interesting from another standpoint as well, because they are used to indicate the final results of the order from the standpoint of net profits. After all of the shipments have been made and settlement taken, there is no question about the results of the business. Of course, there is no allowance made here for overhead, which has to be deducted before net profits can be established, but the card makes it possible to determine the results of each transaction much more rapidly than in any other way.

The card index is not intended to be a bookkeeping system, nor to take the place of the correspondence files; but it is for desk use, and to simplify the work of the sales manager in keeping tab on the business handled by the concern. It undoubtedly saves time and makes for a smoother running office.



Milwaukee's New Way



The public schools of Milwaukee are teaching lumbering and forestry. No attempt is being made to give instruction in technical forestry or in lumbering as a business. These things will come later in the life of the student, if occasion calls. The present purpose goes no farther than to make pupils acquainted with some of the important forest trees of Wisconsin; to give some idea of the appearance and qualities of the different woods; a little information regarding the uses of the wood and of other products derived from the tree; a general idea regarding the cutting, hauling and sawing of logs, and of the processes of making and using lumber.

The plan was formulated by Huron H. Smith, curator of botany in the public museum of Milwaukee. This museum specializes on Wisconsin's resources and history. It forms a part of the state's educational system, and is very popular with the people and is liberally supported. The teaching of the rudiments of lumbering and forestry is but a part of the museum's work along educational lines. The forests are the state's greatest resource, next to farms, and most of the people are in contact with the forests, as in lumbering, paper making, tanning, excelsior cutting, wood distillation, or some others.

The state has about seventy native tree species; but only the most important are selected for study. These are Norway pine, hemlock, spruce, cedar, tamarack, birch, maple, basswood, white and red oak, elm, cottonwood, walnut, hickory, and ash. Small specimens of these woods have been prepared, fifty sets for the fifty schools of Milwaukee. Specimens of chestnut, oak bark and hemlock bark, valuable for tanning, are included with the specimens, and also a small sample of a built-up veneer panel.

Supplementing these specimens are photographs showing logging and sawmilling scenes, and industrial maps of the state showing where the chief kinds of timbers grow and where are located the largest mills. Pictures of the leaves and fruits of the fifteen woods included in the specimens, are given.

After the pupils have studied the specimens and the pictures, and have obtained as much from them as they can, the plan provides a lecturer from the museum who will further instruct the pupils on the subject of trees, wood, and the purposes for which they are used.

This will constitute a beginning which in many instances will inspire the pupil to further study and investigate along similar lines.

The plan is working well in Milwaukee, and it might be tried with good results in other parts of the country. To make the acquaintance of even fifteen important timber trees, and their wood, is an accomplishment worth a good deal. Many a person has gone through life without knowing even that much about the country's forest resources.

A good file cleaner is a handy thing, but it is not an advantage when it leads a man into using an old file when he ought to have a new one.

When stock going through a molder or a rip saw crowds away from the fence, it is not a sign that there is lack of affinity between the stock and the fence or that each is charged with electricity that causes a repellent force. It is a plain case of a screw loose in the alignment.

"Frost cracks" in timber are supposed to be due to practically the same cause as seasoning cracks—the contraction of the wood under sudden changes. In seasoning, it cracks, usually, from shrinkage induced by sudden dryness; under sudden, severe low temperature, it cracks from shrinking induced by freezing.

It is poor policy to leave any machine running, even for a few minutes. Not only must the wear and tear of belts and the use of oil be taken into account, but the very possible danger of some one getting hurt. A stranger, or even a mill hand, coming past a machine running, and seeing no one attending it, is liable to get caught by some belt or gear, and if only his clothes are torn, he is in danger of receiving other injuries in consequence. Every machine should have its belt shifting arrangements so fixed that with ease, and without trouble, the driving belt can be run off. The length of time a man may leave a machine is not debatable. If it is to be left any appreciable length of time, it should be shut down.

FIGURED GUM



Our Log
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY

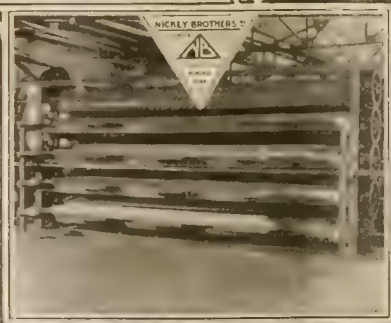


Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dryer



NICKEY BROTHERS INC
MEMPHIS

From the Tree to the Product

Business of Veneer Log Buyer Demands Special Ability and Insight Into Timber Possibilities



WHEN THE BUYER of veneers looks over the finely figured product of an exceptionally good log or flitch, he seldom stops to consider the way in which the material was produced. And if he does give consideration to the manufacture of the veneers, the chances are that the work done by the log buyer never comes into his mind.

The man who buys the raw material for veneer manufacturing is not often in the spotlight, especially with the consumer of such products, and yet the writer ventures to assert that he is one of the most important men in the whole organization. He is so important, in fact, that, to recall the late Marc Antony's declaration concerning Caesar, his fall means the failure of everybody else.

In making sawed and sliced veneers for the cabinet trades and for interior trim, where appearance is the main desideratum, the veneer house that succeeds in pleasing its customers and holding their business is the one which is able to produce material with character and beauty. And inasmuch as the infinite variety of nature means that not every log or flitch will contain special characteristics desirable in veneers, the result is that the manufacturer is often taking a gambler's chance, and regards the opening up of a fresh log as equivalent to putting his hand in the grab-bag and noting the result.

This is especially true, of course, in handling costly imported woods such as mahogany, Circassian walnut, etc., and true in only slightly diminished degree of domestic woods such as quartered oak, walnut, figured gum, etc. One of the reasons why custom milling has always flourished at seaports where imported woods are received is that the millmen are quite willing to eliminate speculation and merely take a manufacturer's profit, while the buyer of the log runs all the risk of its cutting out well.

The mill which is manufacturing veneers from trees of domestic growth may not have such a problem as that of the purchaser of imported material, but he is still dependent to a large extent on the skill and ingenuity of his log buyer. The latter, especially in districts which have been covered many times before, is asked not merely to be a judge of timber, but of human nature, and to make his proposition so attractive to the owner of the trees that he will land them. And, withal, the offer must not be so good as to make it next to impossible for the veneer man to make his profits.

An incident comes to mind which, while not bearing directly on the veneer business, shows the importance of the human angle. Shortly after the war broke out,

when people began to realize that the demand for walnut for gunstocks would mean a great increase in the price of this material, a certain sawmill man in Kentucky put over a deal which astonished most of those in the trade. He got a number of the finest walnut trees that ever grew, which had been on a certain estate near Louisville, and were known of by practically every log man in that territory. The owners of the trees had refused every offer that had been made them, as the trees stood near the ancestral mansion, which the same family had occupied for generations, and sentimental considerations were such as to make it apparently impossible to touch the trees.

The successful log buyer had made a quiet investigation, however, and had learned that it had been decided to cut up part of the estate for residence building purposes. This would mean a certain amount of clearing, in any event, and anticipating this by removing the walnut trees first would not be undesirable. With this information still fresh, he hunted up the owner, told him that walnut timber was worth more than it had ever been before or would be thereafter, and made him a price on the trees which was pretty nearly enough to lift the mortgage—for most of those old mansions in God's country are thus interestingly embellished.

The result was that the sawmill man soon felled the trees and bore away some of the finest logs ever seen anywhere—plump, full of color, and with a remarkable figure, as indicated by the appearance of the stumps. These logs would have made wonderful veneers, but most people are willing to admit that turning them into gunstocks for the Allies probably served an even more useful purpose. That incident merely illustrates how wise the log buyer must be, and how he must study the approach carefully before he attempts to get timber of this kind.

Physical conditions often make the job difficult, for the log buyer is expected not only to pay out the cash for the timber, but to see that the logs reach the mill. During the early days of the Oklahoma walnut development, a certain buyer who had been "prospecting," much as a metal miner looks for favorable openings, located a remarkable tree in the southwest part of the state. Unfortunately, it was growing in a deep canyon, which was about twenty miles from the nearest railway station. In size and appearance, however, the tree seemed to be a wonder. The enterprising buyer went back to the town, hired a lot of tackle, and, in person, cut the tree, which was then drawn to the surface by ropes. Then the logs were hauled overland to the sta-

tion, and while they represented an enormous cost when figured up at the mill, the veneers which were secured fully justified the effort and expense put into them by the buyer.

Many times the cleverness of the log buyer gives the manufacturer who uses the veneers an opportunity to do some effective promotion work in connection with the finished product. For instance, a certain veneer concern managed to get hold of a famous old tree which stood on the grounds of a country club in the East. A lightning bolt was the medium. The buyer heard about it and purchased the tree "as is," taking a chance that most of the material was o. k. The results were entirely satisfactory, and the entire out-turn was sold to a big piano manufacturer in that vicinity.

This tree, it happened, had figured in some historic episodes of the Revolution, and when the story was told to the piano manufacturer, he realized that this would make the finest kind of advertising material. Consequently the cases which were faced with these veneers were offered as a special lot, and were advertised in the piano trade papers and to prominent individuals who were likely to appreciate this feature. All of which developed value outside of the merely intrinsic quality of the veneers themselves.

A tree may look good from the outside, and still be disappointing to the veneer manufacturer, who is looking for figure, color or other special qualities needed for face veneers. Even though the tendency of the times is favorable to less conspicuous and extreme effects as to wood figures than it was a few years ago, buyers are still looking for the unusual, if not the spectacular. And it is not always possible to say what the inside of a log will look like merely from examining the outside.

Some rather clever work along this line has been done by buyers of logs which were intended to be manufactured into figured gum veneers—provided there was a figure to justify the manufacture. One such buyer in particular, who is connected with a leading veneer concern in the Ohio Valley, makes periodic forays into the South, buying logs that represent considerable speculation, in view of the fact that they must be shipped an unusually great distance to the mill. This buyer is credited with being able to tell whether a log will do for veneers by the appearance of the butt, a "calico" effect being in evidence if figure is there. On the other hand, there are buyers who are more conservative, and who, while admitting that a fresh-cut log can often be sized up accurately in this respect, do not believe that it is possible to do more than guess, after the log has been on the ground for a short time.

A good many veneer mills have small bandmills in connection. Perhaps this serves the veneer mill as the undertaker does the doctor—buries its mistakes. Certainly it is a good idea to be able to cut into lumber the logs which were intended but not destined for veneers. The two work well together for another reason, namely, the difficulty of buying selected logs with-

out reference to other timber the owner may have for sale. Those who have trees to offer, especially in the territory where the log buyers have been operating for a long time, are canny folk, and they realize that a few fine specimens "sweeten" the batch to such an extent as to help them to put over the scrubby and undesirable trees.

Consequently when a log buyer for a veneer mill comes along and wants to pick out just a few of the best trees for his own use, he is not given much encouragement, and either he must pay a big premium for these, or buy the whole lot. If the manufacturer is running a bandmill along with his veneer mill, this is easy. If not, the buyer must arrange to dispose of the less desirable timber to a lumber manufacturer, or trust to getting the flitches of the veneer logs from the sawmill man who ultimately takes the block of timber.

One can readily sympathize with the log buyer who is told to go out and get the best possible material for the mill, but not to pay more than a modest price for it. He is in the same position as the heroine of the famous poem:

Mother, mother, may I go swim?
Yes, my darling daughter;
Hang your clothes on a hickory limb
But don't go near the water!

Many a log buyer complains that he is asked to do the impossible, and that he is forced to bow to competition because his principals will not pay prices which are current in his territory. Yet if there were no restraint placed upon them, the log buyers would have a merry time of it, though the veneer manufacturers wouldn't make any money. The buyer of veneers, incidentally, must pay the cost of the tree at the stump, as well as transportation and manufacturing charges, and is interested in the limitation of this factor to a reasonable amount.

The thing which keeps prices from being altogether restricted, however, is the possibility constantly confronted of being able to get hold of a tree or log that will prove a wonderful buy when the material is exposed to view. There isn't the wide scope for speculation that exists in mahogany, perhaps, but there is enough range to make hope spring eternal in the breast of the optimistic log buyer. The superintendent of the mill is usually less hopeful, and takes what comes with philosophy, while the office people, including those who have to sell the product, stand around with their mouths open when a particularly fine log is being prepared for manufacture, in the hope that they are going to get something to brag about this time.

So the job of log buyer is not so unimportant as it seems to the outsider, but comes pretty close to dominating the situation at times. Any way, the man who wants fancy figured stock is so dependent on what the log man does for him that he ought to be interested in this story of his occasionally brilliant exploits. G. D. C.

A view which shows the class of logs we are obtaining to supply our customer's needs in Walnut



This log is one of the best that has been produced in the Central States and a number of experts on Walnut have judged the stump to be the best figured stump that has been produced in years.

PICKREL WALNUT COMPANY
ST. LOUIS, MISSOURI

THERE'S A REASON

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.

"He profits most who serves best"

Evansville Veneer Co.
VENEERS
Evansville, Indiana

Improvements at Munising Plant

The Munising Woodenware Company is making extensive improvements in its veneer department at Munising, Mich., and additional machinery will be installed enabling the company to manufacture 250,000 butter dishes daily. The company has recently opened a camp on the Hyren spur of the east branch of the Munising, Marquette & Southeastern railway and will probably employ thirty to forty men at this camp. About thirty-five hands are now employed in the veneer department.

Progress Made in New Veneer Plant

Word comes from Jonesville, Miss., that the Jonesville Lumber & Veneer Company, the incorporation of which was recently announced, is making rapid progress in the formation of its organization and the building of the plant. The company has secured a sixteen acre tract of land and ground is now cleared for the erection of a modern plant which will cost some \$25,000. The plant will cut various kinds of hardwood lumber and will work up about 20,000 feet of logs a day.

The officers of the company are: A. W. Stewart, president; B. J. Lewis, vice-president; J. N. Warren, secretary, and J. W. Lewis, treasurer and general manager.

Experiments

Why experiment? is a question which has held many a man back from making progress in the veneer and panel business. It is a great plea of those who have any standard product to offer, whether it be machines, an old line of veneer or of anything else. They say you know what our product is, why try experiments with things you know not of.

There is some good logic in this, so far as being on the safe side is concerned, but following of this logic does not put a man on the progressive side. Experiments have brought practically all the progress made in the world. They were the making of the whole veneer and panel business, and they are still important in its progress. Experiments led to making three-ply built-up lumber, and experiments are responsible for the rotary veneer machine and all its improvements. They are responsible for many new things in glue, in finishes, in dryers and clippers. They have resulted in the beautiful effects in matched-up face veneer. In fact the veneer business all around is built up from experiments.

Therefore while a man may well urge the standard and known qualities of an offering as an argument in favor of using it, it is a mistake to either urge or follow the idea of not trying new things, of not experimenting, because it is through experimenting that we gain information and make progress. All experiments are not successful. A man should use horse sense in connection with them and not waste time with every hair-brained idea that comes along. If properly conceived and handled, experiments are the real force in the progress of the veneer and panel industry.

The Rudolph Veneer Products Company has recently begun business at Denver, Col.

The Winnebago Manufacturing Company, Fond du Lac, Wis., is reported to have sustained a \$15,000 loss by fire in its veneering department recently.

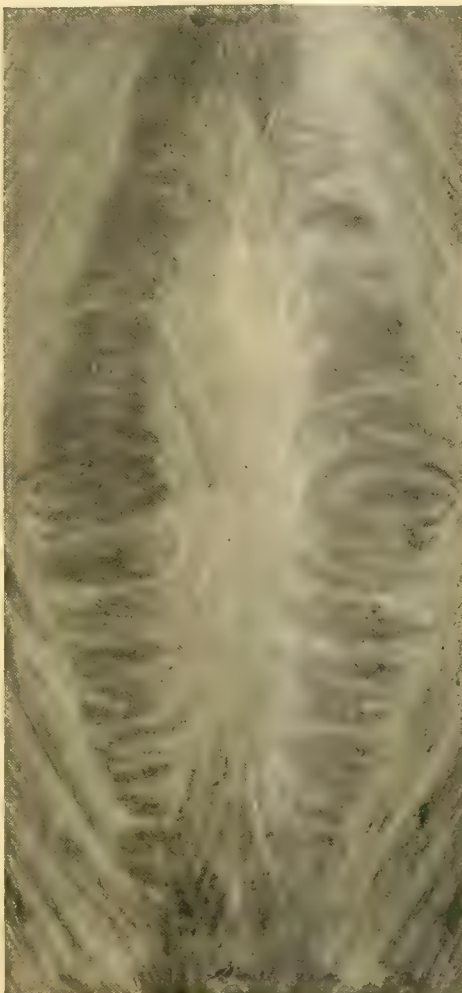
The heavy call for oak for vehicle and implement work, ship building and car shops, is adding some to the difficulties of getting a regular supply of good oak flitches for veneer work. And from present indications flitches will be flitches for some time to come.

Veneer waste may be worth a little more as fuel now because the price of coal has gone up, but there will never come a time when the fuel value will justify cutting logs into veneer waste. Waste is a thing to be prevented as much as possible by careful work and by utilization in other lines.

VENEERS AND PANELS

BIRCH
PLAIN OAK
BROWN
GRAY
ELM
WALNUT
PINE
ASH
MAPLE
SASSAPARILLA

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

Making Straight-Way Panels

The Possibility of Saving Cost Without Sacrificing Strength

STRAIGHT-WAY PANELS mean panels made up of two- or three-ply or more with all the plies running the same direction instead of crossing the alternate plies as is generally done.

While contemplating the instances that have been encountered of woodwork done in this way, a copy of Hardwood Record comes to hand with quite a story about glue prices going skyward, and this suggests that

the subject may be received with more interest now than at any previous time in the development of the panel business since it offers a chance to economize in glue and to effect some conservation in this item in various kinds of work.

There are before me some five panel gum veneered doors, which are typical as to size and makeup. The panels in these doors are approximately 10½ by 26½ inches and presumably about ¾ of an inch thick. I have not cut into them to see whether they are two or three ply, but generally speaking, in making up a panel of this size we would consider it as three-ply involving three sheets of veneer and two glue joints.

An opinion based upon several years of observation in straight-way built up work is that ¾-inch door panels of gum, birch, and other native wood may well be made up of two thicknesses of 3/16 veneer both laid the same direction and requiring only one glue joint as compared to two joints for three-ply panels.

Naturally, this takes us right into the subject of straight-way panels or built-up work, its possible uses and its qualifications for a place of more importance in the built-up lumber world and in the panel business generally. It is perhaps a safe assertion that the average veneer user does not realize the strength and the qualities of two-ply work, with both sheets of veneer running the same direction. The first assumption is that it will not add materially to the strength, and that it will split too easily. Perhaps it is not so strong or so resistant to splitting as the three-ply job with the center ply crossing, but if you have never experimented with it and will try making up some two-ply or three-ply work in straight-way panels you will likely be surprised at the strength and resistance to splitting.

Straight-way is really the only way for built-up two-ply work. To make a two-ply job with one-ply crossing the other is to make an unbalanced job that has little to commend it. With two plies running the same direction, however, the job is very well balanced and the effect is the same with two sheets of veneer as it would be to glue two pieces of inch board to get a 2-inch thickness.

One of the first impressive encounters with the straight-way built-up work was met with several years ago in St. Louis at a plant where pails and similar packages were made of veneer built up into plies running the same direction. In looking over this product at the time I questioned the manager of the plant about its splitting tendencies. He showed me experiments they had made by dumping it from the office safe and various other heights to the floor. They had demonstrated pretty thoroughly that ply work built up with all the grain running straight-

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER
CARNOLL AVE. AND SHELDON ST.
CHICAGO

Made in St. Louis by
St. Louis Basket & Box Co.

WE MANUFACTURE

a complete line of
Built-up Stock in most
any size or thickness,
including Walnut, Ma-
hogany, Quartered
and Plain Oak, Ash,
Gum, Plain or Figured
Birch, Yellow Pine,
Sycamore, Cotton-
wood, etc.

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All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

way has remarkable resistance to splitting, for the grains of two pieces of wood never run exactly the same and there is enough crossing to be a fairly effective safeguard against splitting, a safeguard that is sufficient for ordinary door panels and for many of the panels and backs used in the furniture trade.

Recently I had another impressive object lesson on this point in a plant where table rims were made in multiple widths. These are made three and four-ply and invariably all the stock runs straight-way. There is no crossbanding whatever, yet I never heard of one of these rims splitting, and the broad panel forms from which they are sawed have substantially the same strength as built-up work with crossbanding.

A line of research and experiment work that will be very useful to the veneer and panel trade would be a series of tests with straight-way work as compared to the usual ply work with the center piece having the grain running at right angles or crosswise. So far as I know the Forest Service has never made any tests of this kind though it has made various tests of lumber and built-up work in packages. If the Forest Service could be induced to conduct a series of experiments there should be obtained some information that would be of great value to the veneer and panel trade as a whole.

It would be interesting, for example, to know the exact difference in strength and the resistance to warp and split of a three-ply $\frac{3}{8}$ -inch panel with all the plies running straight-way, and a similar three-ply panel with the center or filler running crosswise. There is not much question in my mind but that for certain purposes the crossband will always justify itself, and that in tests it will show up with a decided advantage as compared to straight-way work. On the other hand, there is not the least doubt that a lot of work is being done with three-ply with the center as a crossband, which would be just as effective and serviceable with all plies running straightwise. Moreover, there are many instances where three-ply is used of the regulation character with the center going crosswise where two-ply straight-way work would answer just as well for all practical purposes, and effect an economy in glue and saving in cost generally. The door panels mentioned above are an example of this class.

One may well ask just what is the advantage of straight-way panel work and why argue for it? What is there in the way of saving that can be effected by it?

One answer to this question is given above in the matter of reducing three-ply work to two-ply and eliminating one glue joint. This is perhaps the most interesting phase of the proposition and one through which the best returns will be obtainable from the adoption of the straight-way idea for all such uses as it will fit into.

The other point of saving is that often crossbanding or the putting of the center piece crosswise of the other veneer in making the built-up panel is more tedious and expensive. Take the door panels as an instance again, and even if they were made up of three-ply it is more satisfactory generally to make all three plies with the grain running the same way.

MAHOGANY LUMBER

About ten carloads 1" No. 1 Com.,
also other thicknesses and grades of

MEXICAN & HONDURAS

MAHOGANY

dry enough to put in a kiln
with safety.

If at any time we can
serve you better by
telegraphing kindly
wire at our expense.

We are carrying a nice stock of
SAWED VENEER, 1/8", 3/16"
and 1/4" Mexican; also several
MILLION feet of SLICED
1/24" and 1/28" Mahogany, and
AMERICAN WALNUT veneer
ranging from plain to highly
figured. May we send samples
to you?

HUDDLESTON-MARSH MAHOGANY COMPANY

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NEW YORK CITY

I came across an instance which illustrates this very nicely. It concerned cutting and putting up "slabs," as they were termed, for box making. These were sheets of built-up lumber that were cut up into a certain type of box panel. Most of the sheets were being made in two-ply, both plies running the same direction. There was three-ply being made, but as a rule, the three-ply was incidental to the other and in order to make a clean-up.

We might find in the door panels that it would simplify the cutting of the veneer, assembling of the stock and

working it up to make the panels of straight-way stock all the same size. Then from the waste, stock with bad ends, etc., might be cut fillers and enough used cross-wise to utilize this waste. The result would be a simplifying of the work and a saving of time and some material even in making three-ply work. In the making of two-ply work, which it would very naturally lead to in other instances, there would be a saving of one glue joint and a saving in cutting because two thicknesses would take the place of three.

Veneer in Latin-America

Prospects of Developing a Market in South American Countries



ASIDE FROM a considerable business done with Canada in both veneer and panels for furniture making, the main export trade in veneer until recent years has been in box shook stock and in quantities of common veneer for Europe. The indications now are, however, that during the next few years considerable interest in the veneer and panel trade will be developed with Latin-American countries.

Several of those countries have long been buying furniture from us and they will always be bigger customers for furniture, perhaps, than for veneer. There is a preference in much of the southern territory for solid lumber both in the furniture they buy and the furniture made at home. One point to keep in mind in developing the furniture and veneer trades is that conditions and prejudices must be met and overcome in this territory.

There is a tendency in many of the countries south of us to do more of their own furniture making and this provides an opening for the sale of more veneer and panels.

Taking Brazil as an example, we find that some of the furniture factories there have been buying a little veneer, usually from France or some part of Europe, and they have been impressed with the idea that veneer from Europe is superior to that which comes from the United States. That this idea is erroneous is well enough known to the veneer trade here, but in extending trade in Latin-American countries it will be necessary to convince the people of this fact and to get them to use more American veneer.

In addition to this unfair prejudice, other conditions must be overcome, one of which is the hot, humid climate. Another is the ants and other insects which prey upon wooden furniture. In some respects the problem looks easier for the veneer and panel trade than for furniture because often the outside finish of furniture which prevails here becomes tacky in the humid climate of the south countries and objection is raised on this account, whereas if the people down there buy their veneer and panels and do their own finishing, the finish would be more in keeping with the needs of that climate.

The Latin-American field is a market which should

furnish a chance for those who have waterproof glue to demonstrate its staying qualities in humid climates. If it will stand up under conditions which cause failure in ordinary glued work, this will make a talking point worth something in building up the Latin-American trade in panels for those who use a composition of this kind.

Consular reports from Brazil show that among the veneers used there, is stock or built-up work for making billiard tables, and they are familiar with a veneer obtained from France that seems pretty closely related to our bird's eye maple. If they are fond of the light colors there is no place on earth that can furnish a better line of maple veneer than this country. Neither is there any country which can furnish better stock for billiard table tops and other built-up work.

We ought to be able to develop a good volume of trade in veneer, both in common and face stock, and supplement this eventually with a fair volume of business in built-up panels and tops.

One of the objections heard from Brazil in regard to veneered furniture, which also holds in its application to panels and tops in this country, is that the cores are usually made up of soft woods and these are readily attacked by the termite or wood ant and other insect pests which abound there. We have heard frequently of these insect ravages in the Latin-American countries and the metal people have used it as a basis for promoting metal furniture. There is no doubt of the preference for wooden furniture if it can be made properly resistant to climatic conditions and to insects; which, by the way, affect solid lumber as well as veneer stock, and there is a problem here in developing finishes or treatment that will discourage insects and protect the wood.

We are making some progress and will make still further progress even though there are difficulties and prejudices to be overcome. The prejudices are already being rapidly removed and some of the countries, notably Cuba and Argentina, are already doing a big volume of satisfactory business with us which should help in promoting a better understanding and a larger trade with other Latin-American countries in veneers and panels as well as in furniture.

The Mail Bag

B 1132—Wanted Plain Oak and Maple

Philadelphia, Pa., August 14. Editor HARDWOOD RECORD: Could you advise us where we could buy the following glued-up kiln dried stock, plain oak and maple, sap no defect: 4 4x14" wide x 15" long surfaced and S2S to 1/2", 5 4x8" wide x 16 1/2" long, surfaced and S2S to 1 1/2", 6 4x8" wide x 16 1/2" long, surfaced and S2S to 1 1/2"; the above could be multiples in width. We could use a car per month at least.

B 1133—Ash Dimension Wanted

Rock Falls, Ill., August 23.—Editor HARDWOOD RECORD: Where could we get clear ash dimension stock to finish 1 1/2 x 2 x 7' 6", or 2" ash in lengths to make these strips, which would have to be either 8' or 16'?

Clubs and Associations

Committee on Japanese Oak

Earl Palmer again heads the special committee on Japanese oak just appointed by President John M. Woods of the National Hardwood Lumber Association. Lawrence W. Ford, also of Memphis, is also reappointed, while Frank F. Fee of Dermott, Ark., takes the place of Wm. M. Hopkins, who has no longer an active connection with the hardwood business.

Lumbermen Resign

W. A. Gilchrist has resigned as member of the board of directors and of the executive committee, and C. H. Worcester as member of the executive committee of the National Lumber Manufacturers' Association. C. A. Bigelow was appointed to fill Mr. Gilchrist's place on the board of directors and executive committee, and Charles S. Keith was appointed to fill Mr. Worcester's place on the committee.

Will Compile 1917 Lumber Statistics

The National Lumber Manufacturers' Association will co-operate with the United States Forest Service in collecting and compiling statistics of the output of lumber in this country for the year 1917. This will be a continuation of the work carried out last year. The results were given to the public last year much more promptly than ever before, and it is to be hoped that equal success will attend the work this year.

Safety and Sanitation Congress

On September 10 there will open for one week a "safety and sanitation congress," in the Grand Central Palace, New York City. One of the most important matters that will come before this meeting will relate to the thousands of novices and inexperienced laborers who are entering the factories and mills to take the place of the skilled men who have gone to the war. These green hands must have special protection while learning the work, and every safety device possible should be used for the purpose of diminishing their danger. The New York congress will take steps to launch at once the greatest safety appliance campaigns ever known in this country.

Annual Meeting of Retail Dealers

The first annual convention of the National Retail Lumber Dealers' Association will take place September 7 at the South Shore Country Club, Chicago. There will be a business program during the day and entertainment in the evening. The members will assemble at the Congress hotel, Chicago, and proceed, at nine o'clock in the morning, to the clubhouse. Among the items on the program are the following:

"Why the retail lumber business suffers in comparison with other lines, and the remedies for it," Julius Seidel, St. Louis, Mo.

"What the needs of the retail lumber dealers are in municipal, state, and national legislation, and how they can be obtained," Warren J. Duffy, Toledo, Ohio.

"Do retail lumber dealers need solicitors to secure their business for them?" W. R. Hudson, Detroit, Mich.

"Why there is many times a lack of unity between mills and retail dealers and how it can be overcome," Edward Hines, Chicago, Ill.

With the Southern Traffic Bureau

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, is in receipt of information from Washington that the Interstate Commerce Commission has ordered a reduction of 3 to 4 cents per hundred pounds on shipments of cedar from Carolina points to destinations in Central Freight Association Territory. Complaint was filed more than a year ago by the Southern Hardwood Traffic Association in behalf of George C. Brown & Co., Memphis, against the Southern Railway and the Seaboard Air Line. The reduced rates become effective November 15.

The association is in receipt of information indicating that, effective October 1, the carriers propose an increase of two cents per hundred pounds for transit privileges. This ruling will not affect Memphis, which has no milling in transit privileges, but it will affect quite a number of Memphis lumbermen who own mills at outside points where such privileges are exercised. It will also affect lumber moving through Cairo and other

points having such privileges. Lumbermen are therefore being cautioned by the association to be very careful in the matter of rates on lumber that will be shipped after the date in question.

Requests for Co-operation with Hardwood Emergency Bureau

The Southern Hardwood Emergency Bureau sent the following letter from Washington, D. C., to the Hardwood Manufacturers' Association for the purpose of enlisting the co-operation of all hardwood manufacturers in the efforts of the bureau to schedule the complete facilities of the country for handling the government's needs in hardwoods:

The lumber committee of the Council of National Defense requests us to file with it a list of mills co-operating in the work of this bureau. It is the desire of the lumber committee as well as of this bureau that all participate in the operations of the bureau, to which all hardwood lumber manufacturers are eligible. Invitations have been sent by mail giving details of the bureau's working plans, but due to the magnitude of the task of compiling complete lists and the limited time available for the work, the names of a number of manufacturers have doubtless been inadvertently omitted. To all such we wish to say that their co-operation with the bureau is earnestly solicited and that they will oblige us by addressing the bureau's office in the Union Trust building, Cincinnati, O., and full particulars will be sent on receipt of such communications. As the lumber committee is awaiting the filing of the letters it will be necessary to receive early responses.

HARDWOOD RECORD is publishing elsewhere in this number a complete synopsis of the plan under which the emergency bureau is being operated and a schedule of the work it is carrying on.

Important Traffic Meeting

The Southern Hardwood Traffic Association has been very busy during the past few days in connection with the transportation problems which have arisen in the hardwood lumber industry as a result of the shortage of both flat cars and cars for handling outbound shipments. A meeting of the governing board was held in Memphis, August 18, and a meeting of the car efficiency committee was held August 20.

At the meeting of the governing board it was decided to send John W. McClure to the meeting of the United States Chamber of Commerce to be held at Atlantic City September 18-21 as national counsellor for the Southern Hardwood Traffic Association. The latter organization is very much interested in two of the subjects to be discussed: Transportation efficiency and the priority law recently passed by congress giving the president the right to determine what traffic shall be given the preference.

At this meeting of the governing board the following new members were announced: M. C. Smith, hardwood lumber manufacturer under his own name, Moorehead, Miss.; Bedna Young Lumber Company, Jackson, Tenn.; Welsh Lumber Company, Memphis; Sycamore Plantation Company, Osmeek, La.; Weis & Lesh Manufacturing Company, Jackson, Tenn. It may be stated that these additions bring the total membership to 147, including those of the branch offices at Louisville, Ky., and Helena, Ark.

At the meeting of the car efficiency committee, of which W. H. Russe is chairman, it was decided to send out post cards to all members of the association for daily detailed reports regarding the number of flat or box cars required, the number received, the number of switchings wanted and the percentage of these furnished and other phases of the transportation problem. These returns will be tabulated by the association and if, in due course, the hardwood people do not receive the service to which they think they are entitled, the association will, on the basis of this detailed information, take the subject up with the proper authorities. These cards will be distributed within the next day or two and the replies will then begin to be received.

Col. E. H. Egan, superintendent of the Yazoo & Mississippi Valley line of the Illinois Central System and chairman of the Memphis Car Service Commission, which is subsidiary to the National Car Service Commission at Washington, assured the members of this committee that, if the lumbermen would load cars to capacity and load them and unload them promptly, he would see that they received from all the roads in his jurisdiction all the switching they wanted, whether day or night, and that he would do his best to see that the lumbermen enjoyed a better service. Col. Egan also announced that, as an emergency measure, he would rescind the order prohibiting the loading of logs on the right of way of the Yazoo & Mississippi Valley line at points between stations from Memphis to Clarksdale. This order was to become effective soon, but it will be rescinded for the period of the war.

J. H. Townshend, secretary-manager of the association, estimates that lumber manufacturers in the southern hardwood territory dependent on the carriers for their log supplies are not receiving more than 30 per cent of their requirements and that the same interests are not getting more than 50 per cent of their requirements in the way of cars for handling outbound shipments. A number of mills at Memphis have already closed down and others are threatened with having to cease operations if there are not more cars given them for handling logs. A number of mills at Helena and at other points on the St. Louis, Iron Mountain & Southern are woefully short on cars for handling logs and their manufacturing operations are suffering accordingly. Some Mississippi mills are suffering in the same way. And, to make bad matters worse, streams are comparatively low, with the result that handling logs by water is not quite as easy as heretofore. In fact the only interests securing plenty of logs now are those that operate their own logging equipment and are therefore independent of the carriers. Next to them come those who depend on water transportation, while next to the latter are those at junction points where they have more than one road on which they can depend. Those

dependent on a single line of railway are up against it in a most exasperating manner and they see little hope of a change for the better in the immediate future.

Owing to the fact that a number of mills operating their own equipment are receiving all the logs they want and owing to the fact that some of the others are able to operate at capacity, it is estimated that the production of hardwood lumber at present in the southern territory is around 75 per cent of normal or much greater than the indicated shortage in flat car supply would seem to suggest.

While outbound cars are scarce to the tune of something like 50 per cent, as already indicated, there is nothing that points to a change for the better in the near future. On the contrary, the view obtains among lumber interests that, with increasing requirements in the way of cars on the part of the government for handling war materials, troops and other necessities, the car situation will become worse. The cotton crop movement is not far away in the South and the movement of grain has already begun in the grain producing sections.

John Lind Assistant Secretary National Association

John Lind has been appointed assistant to the secretary of the National Lumber Manufacturers' Association. Mr. Lind has had a good deal of experience in association work and was secretary of the National Slack Coopers Manufacturers' Association up to the time of the amalgamation of that organization with the other coopers associations into the Associated Coopers Industries of America.

Northern Emergency Board Active

The Hemlock Emergency Bureau, which has been doing wonderfully efficient and quick work for the government in the way of securing lumber supplies, has now changed its title to the Northern Hemlock & Hardwood Emergency Bureau and will continue its work from Oshkosh, Wis., hereafter. Edward Hines is chairman of this bureau, O. T. Swan, secretary, and the other members are: H. H. Butts of the Park Falls Lumber Company, Parks Falls, Wis.; J. F. Halpin of the C. H. Worcester Company, Chicago; George S. Cortis, Chicago, Goodman Lumber Company, and M. P. McCullough of the Brooks & Ross Lumber Company, Schofield, Wis. The bureau in short order secured many million feet of lumber for the Camp Grant cantonment at Rockford, Ill., and will be kept mighty busy furnishing hardwoods and hemlock for future army needs.

With the Trade

William Horner Purchase

William Horner, who has large hardwood flooring plants at Reed City and Newberry, Mich., recently purchased a tract of 8,000 acres of hardwood timberlands situated south of Newberry, known as the Cartier tract.

Introducing New Factors in James D. Lacey & Co.

James D. Lacey & Co. of Chicago have just made an extensive announcement of the broadening of their field through the acquisition of E. A. Sterling as eastern manager and C. A. Lyford as chief forest engineer.

Mr. Sterling as announced in a recent issue will have charge of the eastern office of the company.

The announcement gives a summary of the history of the various principals in the institution beginning with James D. Lacey, the senior partner, who has been identified with the lumber industry for a generation and who began his career in the Lake states. He was one of the first men to anticipate the great market for cypress. Mr. Lacey will henceforth make the New York office his eastern headquarters, as his home is at Newburgh, N. Y.

The other members of the firm are Wood Beal, who has been associated with Mr. Lacey since 1882, and Victor Thrane, who has been in the organization since 1900. Both are located at the Chicago office, as is also J. W. McCurdy, who entered the employ of the partnership in 1906. In Seattle B. W. Bawden serves as manager, having occupied that position since 1907.

Mr. Beal has given particular attention to the southern and eastern fields, while Mr. Thrane during the last few years has specialized in western timber and in bonds and other timber securities in connection with the James D. Lacey Timber Company.

Mr. Lyford comes from the firm of Clark & Lyford, Ltd., of Vancouver, B. C. He has had a wide range of experience and activity in forest engineering and it is probable that no one knows tidewater timber on the British Columbia coast so intimately as he. He has been closely connected also with the pulp region of eastern Canada and with other timber producing sections. He was formerly with the United States Forest Service.

E. A. Sterling, who resigned the position of manager of the trade extension department of the National Lumber Manufacturers' Association, is too well known to the trade at large to need further introduction. He is a trained forest engineer and in addition to having had an extensive practical training in this country has studied considerably abroad.

The White River Lumber Company

The White River Lumber Company, manufacturer and dealer of southern hardwoods, recently incorporated, will be located in the Union & Planters Bank & Trust Company building, Memphis, Tenn. The officers are C. G. Powell, president; F. J. Roys, vice-president; V. O. Woodruff, secretary; H. J. Aldworth, treasurer; and J. H. Maassen, general manager.

Messrs. Roys & Maassen will have active management of the company. Mr. Roys, for the past fifteen years, has been general sales manager of the Fullerton-Powell Hardwood Lumber Company, South Bend, Ind., and is well known through the consuming and producing market. Mr. Maassen for the past seven years has been in charge of the southern operations of the Fullerton-Powell Hardwood Lumber Company, and has been located at Natchez, Miss., Little Rock, Ark., and Memphis, Tenn.

The new company now has an up-to-date band mill in operation in Mississippi, and has on hand approximately a million feet of hardwood in good shipping condition at this time. It will employ a corps of competent inspectors, and due to the extensive experience of Messrs. Roys and Maassen it is needless to say that they know how to take care of the consuming trade in a satisfactory manner.

The White River Lumber Company will make a specialty of gum, ash, oak and elm as well as the handling of all other southern hardwoods, and is now ready for business.



E. A. STERLING, NEW YORK,
Eastern Representative J. D. Lacey & Co.



JAMES D. LACEY



C. A. LYFORD, SEATTLE, WASH.,
Chief Forest Engineer J. D. Lacey & Co.

Will Develop Timber Property

Early in the present month M. N. Offutt of Huntington, W. Va., and C. Boles of Richmond, Va., closed the deal for the purchase of the property of the Joe Creek Lumber Company on Coal river, Boone county, W. Va. A band mill goes with the purchase, also a large amount of timber, logs, and lumber. The purchasers will develop the property, under the firm name of Offutt & Boles, with the principal office at Huntington.

Lumbermen in Memphis Barge Project

W. H. Russe of Russe & Burgess, Inc., and R. H. Darnell of R. J. Darnell, Inc., both of whom are prominently identified with the hardwood lumber industry of the Memphis section, are among the incorporators of the Liberty Transportation Company, which has been organized for the purpose of building and operating a line of boats, barges and other craft for handling lumber, cotton and other classes of heavy freight from Memphis and other river points to shipside. The company has taken out a charter under the laws of Delaware and is capitalized at \$1,000,000. It plans to establish its shipbuilding plant at the mouth of Nonconnah creek, which empties into the Mississippi a few miles below Memphis. This creek is very crooked near its mouth and government surveys are now being made with a view to straightening it for some distance back, and, if these surveys show that this can be done, the company will, following the completion of this work, proceed with its plans. Money for the work on Nonconnah creek will come from funds provided for the improvement of the Mississippi at Memphis and in the vicinity of this city. The idea of the promoters and incorporators of the Liberty Transportation Company is the furnishing of prompt and ready service in the handling of cotton and lumber, as well as other products, but chiefly the two former, to shipside, thus putting the exporters of these commodities in direct touch with the European markets which are expected to be particularly active following the closing of the present world-wide war.

The foregoing represents one big angle of the proposition of greatly increasing the use of the Mississippi and its tributaries as a handler of freight on a big scale. Another is to be found in the results of the vote held here August 16 to determine whether or not the city of Memphis should issue \$500,000 in bonds for the purpose of building extensive terminals here for the loading and discharge, as well as general handling, of freight on the Mississippi. The election resulted overwhelmingly in favor of the issue and it is now up to the city authorities to take the next step. It has been realized for some time that the railroads were unable to handle the vast traffic of the country and that their facilities would have to be supplemented by those of water transportation. It has likewise been fully realized by lumbermen, cotton interests and other business men here that the first step in this revival of water transportation lay in providing adequate terminal facilities. These are now assured and further developments in the rehabilitation of river transportation are awaited with much interest by all the business men of this territory.

Thomas Marston

Thomas Marston, one of the founders of the Samuel Cupples Woodenware Company, St. Louis and Chicago, died at his summer residence on Fowler lake, Oconomowoc, Wis., on August 17, at the age of eighty-eight years. He was born in Carlisle, England, and came to America when eighteen years old. With Samuel Cupples, he founded the wholesale woodenware firm of Cupples & Marston, and in 1861 he established the firm's Chicago branch, now one of the largest industries of the Cupples group.

Stoner L. Virum

Stoner L. Virum, logging superintendent of the John Week Lumber Company, Stevens Point, Wis., and one of the pioneers of the logging industry of Wisconsin, died August 3 after a long illness. His death occurred on the same day as that of his employer and companion, Andrew L. Week, secretary and treasurer of the company, who passed away at Hollywood, Cal. Mr. Virum was born in Norway in 1850 and joined the Week company in 1871 as a timber cruiser.

J. A. Gorman Joins Officers' Corps

The trade will be interested in learning that J. A. Gorman, representing Vilas County Lumber Company of Chicago and Winegar, Wis., has joined the Second Officers' Reserve Corps and will be stationed at Fort Sheridan, Ill. John Edinger, who has also been with the company for some years, will have charge of sales during the absence of Mr. Gorman, and W. S. Winegar, president of the company, whose residence is in Grand Rapids, expects to give a good deal of his time to the affairs of the Chicago office.

training is specially adapted to the cantonment requirements of the new army, and the officers' training camps have already utilized lumber camp methods in preparing food for the business men who have for three months been in training to become officers in the new army.

Relative Advance in Lumber Price

Roger W. Babson, the well-known statistical authority, in a bulletin just issued, gives a tabulation of the prices of ninety-six leading commodities on August 1, 1914, and July 1, 1917. The items covered include agricultural products, chemicals, building materials, iron and steel, petroleum products, etc. Mr. Babson's figures show that these ninety-six commodities have advanced an average of 127 per cent since August 1, 1914. In view of the fact that the lumbermen have generally claimed that their product has advanced less in price than many other commodities, and still remains one of the most easily obtainable, readily worked, and reasonably priced materials, the following figures taken from Mr. Babson's report are of special interest:

Building—Present and Prospective

The statement of building operations for July, as shown by the building permits issued in the principal cities of the United States, is one that may be very readily misinterpreted and misunderstood. On its face it is an egregiously bad showing, for it records a slump of 49 per cent as compared with July, 1916. But most of this loss is satisfactorily accounted for. Here are the official figures, as received by the *American Contractor*, Chicago. The building permits issued in 116 cities total for July \$58,726,904, as compared with \$115,313,797 for July, 1916, a decrease of 49 per cent. Most of this loss is occasioned by the borough of Manhattan, New York City, which totals for July this year only \$1,894,095, against \$49,205,220 for July last year. The total of Manhattan for July, 1915, was \$4,845,303. The zoning law of New York City went into effect a little more than a year ago. It imposed severe restrictions upon the construction of large office buildings. To evade the conditions of the law, building permits were sought and obtained just before the law became effective for a large number of speculative enterprises, which have never materialized and many of which had a very slight chance of ever materializing. Placing the Manhattan totals at those of two years ago, which may be regarded as normal, the loss of 49 per cent in the July statements shrinks to only about 17 per cent, which is quite another story, though it does not entirely eliminate the loss. However, it would be a better statement than that for June, which showed a loss of 36 per cent and better than that for May, which recorded a loss of 34 per cent. Compared with May and June, the July figures may be accepted as distinctly favorable.

It is to be noted, moreover, that in 47 of the 116 cities the comparison is favorable—a few of them decidedly so. The fine showing of Philadelphia is due to the issuance last month of a permit for the \$2,535,000 public library building.

Elaborating on this analysis of the situation, the *Contractor* says that conditions have changed almost as much during the past few months as during the past two years, particular stress being laid upon the character of building that is now developing and may be expected to develop still further, due to the readjustment to a war basis. It says that it is useless to argue that such a fundamental industry as building would not be affected by the vast changes in the industrial structure of the country. It maintains that instead of the phrase "curtailed building operations," the phrase "change in building trend" should be used. It says further that it is altogether probable that the total volume of building operations during the war will continue to be great; that the thing to bear in mind is that much of this work will be war construction. It says that this tendency towards industrial building is already apparent. It gives the following figures covering the central and eastern sections of the United States:

	June, 1917	June, 1916	Increase or decrease
Manufacturing operations	\$14,501,000	\$ 9,474,000	+53%
Residential operations	28,851,000	39,743,000	-37%
Miscellaneous operations	87,719,000	51,889,000	+70%

The report also prophesies radical expansion in farm construction.

Second Lumberjack Regiment Probable

The regiment of lumbermen, officially known as the Tenth Engineers (forest) and nicknamed the "lumberjack regiment," has been recruited to full strength, and the Forest Service, which has been securing the men, has been notified by the War Department to list no more candidates for service with this regiment. In anticipation, however, of a possible call soon for another regiment of the same character, the listing officers all over the country have been instructed to continue listing names of suitable men who may be summoned when needed.

The "lumberjack regiment" is not a fighting force, but will be employed in woods operations in France, getting out material for army use. The recruits are now being assembled in Washington, where they are drilled daily by the officers assigned to command them. Colonel Woodruff of the regular army, who will head the regiment, is in charge and with the assistance of a staff made up of practical lumbermen and foresters is providing an equipment of the most up-to-date character for the type of woods operations called for, in the list of the experience of the Allies. The regiment will take with it both stationary and portable sawmills with everything necessary for logging and sawmill work and for transporting the product.

Pertinent Information

Lumbermen Cooks in Demand

The lumber companies in the Lake States have responded enthusiastically to the call for trained cooks for the war, chiefly men with ability to train others as cooks for the great national army. The lumber camp cooks are the most highly trained men in the world in preparing appetizing food to be served in quantities to men under daily physical strain. Their

Pennsylvania's Forest Appropriation

The Pennsylvania legislature appropriated \$807,000 for its forest work during the present year. That is \$175,000 more than was furnished by the preceding legislature. That ought to be an object lesson for those states which think they have done their whole duty when they have provided a few thousand dollars to renew and protect their timberlands and the flow of their streams. Pennsylvania is working on a program that covers all future time, for the work is intended to go on perpetually, and plans are laid with that object in view.

June Exports

After embargoing export and import statistics, the Custom House authorities, under a ruling of the Treasury Department at Washington, have lifted the inhibition, and the figures on the shipments of lumber to foreign countries are once more available. Those for June, which have now become accessible, are especially interesting in that they show the marked increase in value which has taken place in the spruce shipped abroad, which, of course, is of the highest quality. The exhibit also once more emphasizes the fact that spruce constitutes virtually the whole export trade, the shipments outside of this wood being very small, and showing a big recession even as compared to the same month of last year, when the forwardings were of a far more general character. As in some of the months that have gone before, no logs of any kind went forward in June, with the exports of oak boards very small, and poplar likewise reduced to insignificant proportions. No box shooks were shipped, and this also applies to the classification of "all other lumber," the division of "all other manufactures of wood" being likewise greatly curtailed. Exports of spruce alone have more than held their own, and there has also been a slight gain in yellow pine, so that in spite of the practical shutting out of various shipments the total value of the exports is little less than that for June, 1916, the totals being \$147,999 against \$155,798.

Government to Buy All Spruce

It is reported at Baltimore that the question of supplying the needs of the United States government and those of the Allies with regard to spruce for aeroplanes and other similar purposes has been settled and that in the future the Allies will get their spruce at the same price as does the American government, the price agreed upon with the Pacific coast manufacturers being \$105 per 1,000 feet. This was done not so much to give the Allies the benefit of a lower price as to insure adequate stocks for the American builders of air craft at reasonable figures. Under the new arrangement the Air Craft Construction Board at Washington will place orders for the Allies as well as for home use, acting in a way as purchasing agent. One consideration that entered into the action was the fact that the American government was lending the Allies the money to pay for air craft or air craft materials, and was therefore entirely within its right to see to it that the Allies got fair prices, the matter being in a different category from those that concern merely the buying of supplies by the Allies for their own account and with their own funds. Heretofore the authorities at Washington and the Allies have had their purchasing agents out after suitable stocks of spruce, and they have been bidding against each other, with the result that prices were run up beyond equitable figures, the cost to the home board being greatly enhanced. This will be avoided under the new arrangement, which gives the Air Crafts Construction Board authority to act for all of the Allies. Under the plan, also, it will no longer be necessary for shippers to Europe to get licenses from the British government, an authorization from Washington being all that is required to export spruce. Washington will be kept informed concerning the requirements and will issue permits for shipment, accordingly, which will greatly simplify matters. So far spruce is the only wood the purchasing of which has been thus taken over by the government, a specific question to this effect put ten days ago by Harvey M. Dickson, secretary of the National Lumber Exporters' Association, to Charles R. Sligh, general manager of the board, having elicited the information. Mr. Dickson went over to Washington expressly to clear up this point and he asked Mr. Sligh, who is a large furniture manufacturer at Grand Rapids, Mich., if the buying agency arrangement would affect any other wood besides spruce. The answer was in the negative. The shipment of oak, walnut, poplar and other woods is still subject to license obtainable from the British Board of Trade, and the prices charged are matters of individual arrangements.

Weights of Hardwood Lumber

A catalogue coming from a large firm of wood handlers in the West, contains an interesting table of lumber weights based on estimated weight of dry lumber per thousand feet. It is interesting in that several weights are given which are not ordinarily given prominence in standard weight tables. The list follows:

	Pounds.		Pounds.
Genezero	3,500	Panels, 1/4 in.	912
Ironbark	7,000	Panels, 3/8 in.	1,205
Koa	3,500	Red Bean	5,000
Laurel	3,900	Red Cedar	3,500
Mahogany	3,500	Spanish Cedar	3,500
Padouk	3,500	Spotted Gum	7,000
Primavera	3,500	Teak	4,000

There is appended herewith official standard weights of hardwood lumber as adopted by the Hardwood Manufacturers' Association of the United

States. This information is not new, as the weights have been in use for some time. It is published merely as a matter of general interest.

Kinds of Wood.	Thickness.	Conditions.	Lbs. per 1,000 ft. dry.
Ash	1" and thicker	rough	3,500
Basswood	1" and thicker	rough	2,600
Beech	1" and thicker	rough	4,000
Birch	1" and thicker	rough	4,000
Buckeye	1" and thicker	rough	2,600
Butternut	1" and thicker	rough	2,800
Cherry	1" and thicker	rough	4,000
Chestnut	1" and thicker	rough	2,800
Cottonwood	1" and thicker	rough	2,800
Cottonwood	1/2" Bevel Siding		850
Cottonwood	3/4" S2S		1,000
Cottonwood	1" S2S		1,200
Cottonwood	1 1/2" S2S		1,500
Elm (soft)	1" and thicker	rough	3,200
Elm (rock)	1" and thicker	rough	3,800
Gum	1" and thicker	rough, red	3,300
Gum	1" and thicker	rough, sap	3,100
Gum	1 1/2" Bevel Siding	S1S	900
Gum	13/16" Drop Siding	S2S	2,200
Gum	13/16" Flooring	S2S	2,200
Gum	3/4" Ceiling	S2S	850
Gum	1" Ceiling	S2S	1,300
Gum	1 1/2" Ceiling	S2S	2,000
Gum	3/4" Ceiling	S2S	1,600
Gum	1" S2S 13/16", red		2,500
Gum	1" S2S 13/16", sap		2,350
Hickory	1" rough		5,000
Hickory	Axles and Reaches	rough, dry	4,500
Hickory		green	6,000
Hickory	Rim Strips	rough	5,000
Maple (soft)	1" and thicker	rough	3,000
Maple (hard)	1" and thicker	rough	4,000
Oak	1" and thicker	rough	3,900
Oak	3/4" thick	rough	2,000
Oak	1 1/2" thick	rough	2,200
Oak	5/8" thick	rough	2,700
Oak	3/4" thick	rough	3,200
Oak	1" and thicker		4,200
Oak Chair and Furniture Stock	1" and thicker		4,200
Oak Squares, 1" x 1" and larger			4,200
Oak Wagon Stock and Felloes		dry	4,500
Oak Wagon Stock and Felloes		green	6,000
Oak Plow Handle Strips		rough	2,800
Poplar	1" rough		1,600
Poplar	3/4" rough		2,100
Poplar	1 1/2" Bevel Siding	S2S	850
Poplar	13/16" Drop Siding	S2S	2,000
Poplar	3/4" Ceiling	S2S	800
Poplar	1" Ceiling and Partition	S2S	1,200
Poplar	1 1/2" Ceiling and Partition	S2S	1,500
Poplar	3/4" Ceiling and Partition	S2S	1,750
Poplar	1" Ceiling and Partition	S2S	2,000
Poplar	13/16" S2S to 13/16"		2,200
Poplar	1" and thicker	rough	3,200
Sycamore	1" and thicker	rough	4,000
Walnut	1" and thicker		

These weights have been established from actual tests. It has been the accumulation of information received from different sections of the country, showing the average weights of the different varieties of wood and the different character of manufacture. Attests have been submitted showing the tests to be absolutely accurate.

Railroad Records Broken

All previous records of American railways for volume of traffic moved, for earnings made, for expenses incurred and for taxes paid are rapidly being broken, the Railway Age Gazette shows in an article in its current issue, analyzing the results for the first five months of the calendar year 1917, which include the last results for which statistics are available. The only records not being broken are those for net operating income, which shows a large decline as compared with 1916.

In the five months January to May, 1917, Class I roads—those earning over \$1,000,000 gross each—earned a total of \$1,548,348,314. This was an increase of \$156,000,000, or 11.2 per cent, over the same months of 1916; an increase of \$348,000,000, or 29 per cent, over the same months of 1913, which was the banner year prior to 1916, and an increase of 48.7 per cent over the same months of 1911.

Why Some Shipbuilders Prefer Wood

The following item concerning shipbuilding with Australian woods is particularly apropos at this time. It is from the Weekly Bulletin, Canadian Department of Trade and Commerce:

Owing to their great strength and lasting properties, New South Wales hardwoods are particularly suitable for shipbuilding. Many of the coastal rivers have bad sandbars, and the continual bumping when the vessels are crossing is a severe trial. Nevertheless many coasters have been running continuously for periods of 20 to 30 years and are still fit for service. The harbor ferry service of Sydney, which is very extensive, is carried on mostly by wooden steamers, and preference is given to wood over steel because it is better able to stand the strain of continual bumping. These vessels are 200 to 300 feet long.

On account of their hardness New South Wales timbers are not so liable to damage by marine insects as softwoods, and frequently hulls are planked to the waterline with hardwoods and the top sides finished with softwoods. Grown timber suitable for knees, crooks and frames can be supplied in large quantities. Timbers for small boats are now cut out of spotted gum, a species of eucalyptus, and this timber is now universally used where previously hickory and elm had to be imported. It is more lasting and bends just as readily when steamed.

Considerable quantities of timber suitable for keels have been shipped to the Pacific coast of North America during the last few years and the trade is growing.

It might be inferred from the foregoing that the criticism recently heard of wooden ships—that they couldn't stand the strain of the open sea—was not taken after considering the facts in the case.

Canada's Lumber Output, 1916

The value of the lumber, lath, and shingle output reported by 2,609 mills operating in Canada in 1916 was as follows: Lumber, \$58,365,349; lath, \$1,743,940; shingles, \$5,962,933; total, \$66,072,222. In 1916 Canada cut 3,490,550,000 feet board measure of lumber, a decrease of 9.2 per cent from 1915. The cut decreased in all the eastern Provinces and increased in all the western Provinces as compared with 1915, British Columbia making the most pronounced gain.

The following table of output and values shows that the average value in 1916 was only 61 cents per thousand feet higher than in 1915. Oak was much higher in value than any other wood, and spruce furnished the largest yield.

Kinds of wood	1915		1916	
	1,000 ft.	Value per 1,000 ft.	1,000 ft.	Value per 1,000 ft.
Ash	9,447	\$18.71	8,516	\$19.43
Balsam fir	233,521	14.25	180,849	14.86
Basswood	24,382	20.06	18,616	20.07
Beech	5,343	16.47	6,403	16.05
Birch	85,733	16.77	81,543	18.14
Cedar	67,366	17.40	91,375	18.24
Douglas fir	453,534	11.76	574,626	14.04
Elm	23,795	19.10	15,750	20.61
Hemlock	238,992	13.69	177,354	14.57
Jack pine	31,283	15.39	37,929	17.20
Maple	47,418	17.89	32,402	19.73
Oak	3,166	28.36	3,149	29.39
Poplar	9,324	12.21	9,064	13.75
Red pine	122,387	18.03	61,653	19.07
Spruce	1,564,113	15.24	1,340,678	15.81
Tamarack	36,192	13.59	40,031	15.73
White pine	849,196	20.71	719,140	20.80
Yellow pine	35,166	13.02	92,698	15.70
All other	2,118	....	1,174	....
Total	3,842,676	\$16.11	3,490,550	\$16.72

Louisiana Railway Project

There is being considered by several Louisiana lumber companies a railway project which promises to become an important factor of the transportation system of the state. The plans embrace three so-called tap lines and two unincorporated lumber roads, which it is proposed to consolidate under one common carrier corporation. According to plans formulated, the complete line will have its southern terminus at Kinder, where it will connect with the Iron Mountain and Gulf Coast lines, whence it will utilize the present line of the Kinder & Northwestern running north about fifteen miles. New track will connect it with the present tracks of the Industrial Lumber Company, which reach Elizabeth in a distance of about eleven miles, with a branch to Oakdale of about twelve miles. Connection will be made at Elizabeth with the Santa Fe, and at Oakdale with the Santa Fe and Iron Mountain. Eight miles of the Industrial Lumber Company's tracks will be utilized north of Elizabeth. New construction four and a half miles from this point will connect with the rails of the Louisiana Saw Mill Company, which run about fifteen miles northeast of Glenmore, where connection is made with the Iron Mountain. From Glenmore it will use the present tracks of the Glenmore & Western, which consists of eleven miles north and east to a connection with the Iron Mountain at Smith's Junction. From a point on this line a gap of three and one-half miles to a connection with the Woodworth & Louisiana will be filled with new track. By the last named line connection will be made with the Iron Mountain at Woodworth, and with the Southern Pacific, the Chicago, Rock Island & Pacific and the Texas & Pacific at Lamourl. The complete line will be about ninety-five miles long and will have connections with six trunk lines at various points.

To Build Many Wooden Residences

One of the most extensive home-building projects that has ever been undertaken in Wisconsin is that at Beloit, where the Eclipse Home Makers, a newly organized corporation, will erect 352 modern homes for employees of the Fairbanks-Morse Company, besides a theater, club house for employees, and a number of store buildings. The average cost of the homes themselves is estimated at about \$3,000 and they will be built on modern lines with a variety as to form, size, material and outside decorations as well as to interior arrangement to suit the individual tastes of the prospective tenants and occupants.

The work is being done this summer so that the new buildings will be ready for occupancy by next winter. Wisconsin hemlock, maple and birch are to be used in the construction, and the entire building project will represent an outlay of about \$1,000,000. The men directing the project have spared no pains or expense in handling the various preliminary details, complete investigations having been made as to various building materials as well as the utility and availability of different woods.

Testing a New Paint

The Paint Manufacturers' Association of the United States has under way a series of successful tests with a new fire retardant paint, and is co-operating with the National Lumber Manufacturers' Association for the advocacy of this brand of paint, as a measure of fire prevention. The label has been trademarked by the paint association and will be used only by the manufacturers licensed to make the fire resistant paint under the new formula. Other organizations interested in the great problem of reducing the financial losses by fire are also interested in the new paint.

Hardwood News Notes

< MISCELLANEOUS >

The East Coast Shipbuilding Company has been incorporated at Boothbay, Me., with \$200,000 capital stock.

The Morse Brothers Lumber Company has purchased the business conducted heretofore by the Byrd-Matthews Lumber Company, Helen, Ga.

The Selma Box & Basket Company is organizing at Selma, Ala.

The Cadisch Lumber Company has succeeded to the business of the Ruthbell Lumber Company, Albright, W. Va.

The Henderson Shipbuilding Company at Mobile, Ala., and the Hutton-Sye Lumber Company, Monroeville, Ala., have incorporated.

The Proctor Furniture Company has been incorporated at Camden, Ark., with a capitalization of \$10,000.

Increase in capital stock has been made by Fulton-Conway & Co., of Louisville, Ky., to \$150,000.

The Campbell Lumber Company, with headquarters at Bryan, O., has succeeded the Stryker Boat Oar & Lumber & Mill Company at Stryker, O.

The capital of the Beaumont Lumber Company, Beaumont, Tex., has been increased from \$125,000 to \$200,000.

The Northwestern Lumber Company has moved from Eau Claire, Wis., to Stanley, Wis.

J. W. Dunkley has been appointed receiver for the Standard Hardwood Company, Ashridge, La.

The capital of the Kentucky Lumber Company, Lexington, Ky., has been decreased from \$400,000 to \$350,000.

The American Reed & Willow Furniture Company has been incorporated at Boston, Mass., with a capital of \$25,000.

At Pensacola, Fla., the Bagdad Shipbuilding Company has been incorporated.

George A. Lang has been appointed receiver for the Four-in-One Manufacturing Company at Mishawaka, Ind.

The Liebke Lumber Company has been incorporated at Plaquemine, La., and at Kansas City, Mo., the Peters-Dierks Lumber Company is a new incorporation.

The H. Ehrlich & Sons Manufacturing Company, St. Joseph, Mo., has increased its capital from \$75,000 to \$155,000.

Among recently incorporated shipbuilding concerns are: The American Shipbuilding & Dry Dock Company, Beaufort, S. C., with a capital of \$320,000; the Arundel Shipbuilding Company, Baltimore, Md.; the Housatonic Shipbuilding Company, Stratford, Conn.

The American Casket Company has been incorporated at Birmingham, Ala.

E. P. Futrell, I. B. Stacey, T. J. Spragins and R. F. Spragins are the incorporators of the Futrell-Stacey Lumber Company, Jackson, Tenn., with a capital of \$10,000.

The Interstate Folding Box Company, Middletown, O., has increased its capital from \$10,000 to \$75,000.

< CHICAGO >

The Mummert Lumber & Tie Company has been incorporated at Chicago and opened an office at Hattiesburg, Miss.

The Union Cabinet Corporation, city, has filed an involuntary petition in bankruptcy.

A change is reported in the officers and stockholders of the Lord & Bushnell Company, city.

An involuntary petition in bankruptcy has been filed by the International Aircraft Company, Chicago.

The National Hardwood Lumber Association has just issued volume VI, being the second edition of the 1917 compilation of the Consumers' Register, which volume shows listings aggregating two billion feet of lumber.

The Huddleston-Marsh Mahogany Company, headquarters at New York, N. Y., has dissolved corporation in the state of Illinois, continuing its immense business in the East.

The American Cross-Arm Company, Chicago, has changed its name to the American Lune Materials Company.

The death is announced of S. Walter Woodward, president and founder of Woodward & Lothrop, Stockbridge, Mass., which occurred on August 1.

Among the Memphis visitors in town this week was S. M. Nickey of the Green River Lumber Company, and H. B. Weiss of George C. Brown & Co.

The C. M. Kellogg Lumber Company, which has maintained an office in the Fisher building for the past year and a half, has given up these quarters and removed to the yard at Cairo. Mr. Kellogg desired to keep more closely in touch with the yard end.

W. D. Johnston, president of the American Lumber & Manufacturing Company, Pittsburgh, Pa., spent a few days recently in Chicago in connection with contracts which he is filling for the government. He is supplying ship timber.

Mr. Shapiro of the Shapiro Antique Company, Detroit, Mich., stopped in Chicago last week on his way to veneer mills in Wisconsin, where he went to contract for supplies of quarter-inch veneers of beech, birch and

maple. He is a manufacturer of handmade furniture, which heretofore he has made exclusively of mahogany. He was formerly located in Virginia.

H. B. Sale of Hoffman Brothers Company, Ft. Wayne, Ind., hit Chicago twice this week on a business trip. He had only good words to say about the trade and outlook for hardwoods.

D. E. Kline of the Louisville Veneer Mills, Louisville, Ky., was in the city during the week accompanied by Mrs. Kline. He also had a cheering version of the state of trade.

Louis E. Doster, who is doing a great deal toward keeping E. C. Atkins & Co., Inc., saw factories full of orders, spent the last half of the week in the city. He is a constant traveler among the mills and factories, and says the only thing that is worrying him from the manufacturers' standpoint is continued difficulty in getting enough log-cars to keep the mills busy. If they don't cut lumber they don't need saws. Lou recently returned from one pilgrimage into hitherto undeveloped fields, during which his work took him back forty or fifty miles from the railroad. Selling saws is no child's play.

MEMPHIS

The hardwood situation is one of continued strength. Demand is rather below the more recent average, but it is considerably ahead of normal for this time of the year and there are very few members of the trade who complain on the score of inability to sell anything they want to sell. There is a ready outlet for practically everything on the hardwood list and the general disposition is to expect an increased demand and well sustained prices. Just now manufacturing operations are being greatly restricted by the shortage of cars for handling logs to the mills and this reduction in manufacturing operations is coming at a time when stocks are below rather than above normal. This means that relations between supply and demand are becoming still further strained. Business is restricted somewhat by inability to secure cars for handling outbound shipments. The situation, in this respect, is rather less satisfactory than recently. And it is suggested that it will become even worse during the next few weeks, with the result that lumber interests, while foreseeing a large demand at full prices, are regarding the future with both doubts and fears.

A very satisfactory demand is reported for ash and oak in all grades, though there is some easing in the price of oak fitches. It is suggested that the requirements of the government in the way of both plain and quartered oak will be large and that ash will be taken in a big way by the manufacturers of airplane parts. Gum goes well in the higher grades of both red and sap, while there is an exceptionally active demand for the lower grades used in box manufacture. Cotton wood is also eagerly taken by the box makers. The latter say they are getting more business than they can take care of and that their operations are limited only by the supplies of raw material and not by the volume of business they would be able to do if supplies were larger. A phenomenal call is noted for wooden containers of all sorts and the co-operation manufacturers are sharing in some of the prosperity now being enjoyed by the manufacturers of boxes and crates and other shipping packages. This means that they are using large quantities of hardwoods, including oak, cotton wood, elm and hickory. Furniture and vehicle manufacturers of all sorts are in the market on a pretty liberal scale and the big demand for trucks from the government is finding reflection in a large call for hardwoods to be used in the manufacture of the bodies for these. Government orders are expected to become an increased factor in the hardwood situation, especially as soon as the Southern Hardwood Emergency Bureau is given authority to look after the needs of the government and gets actively down to the business of finding where the hardwood lumber is and of distributing orders among the manufacturers capable of taking care of the government's needs.

C. L. Wheeler of J. W. Wheeler & Co., Memphis and Madison, Ark., and the Pritchard-Wheeler Lumber Company, Memphis and Wisner, La., has installed a seven-foot band mill at Oak Grove, La., which he is operating for his own account under the name of the Oak Grove Lumber Company. The mill and timber are located more than twelve miles from the railroad and the output of the plant, principally oak, is being handled to the railroad by means of trucks.

It is announced that the Pritchard & Wheeler Lumber Company will have its new mill at Wisner, La., in operation by the middle of next month. This plant has been in process of construction for several months under the supervision of C. G. Kadel, formerly of the Riel-Kadel Lumber Company, who is general manager of the big new firm. It is stated, however, that the company will not proceed immediately with the building of the second plant which was scheduled for Bruin Lake, La., when it acquired some 30,000 acres of Louisiana hardwood timber lands. The cost of machinery is so high that the time is not considered opportune for putting up another plant.

Harry B. Anderson, treasurer and attorney for the Anderson-Tully Company, has been given a captaincy in the ordnance department of the regular army of the United States following the completion of his work at the officers' reserve camp at Fort Oglethorpe, Ga., while R. M. Darnell of R. J. Darnell, Inc., has been commissioned a second lieutenant in the field artillery, officers' reserve corps. Mr. Anderson weighed 207 pounds when he left Memphis, but the training was so strenuous that he now tips the beam at only 165 pounds. He is a son of Col. S. B. Anderson, president of the Anderson-Tully Company, among the largest box and lumber manu-

facturing companies in this part of the country. He is receiving the congratulations of his many friends on the berth he has landed and is likewise coming in for much commendation because of his entrance into the officers' training camp under the handicaps which he suffered.

Memphis lumbermen are also well represented in the second officers' training camp at Fort Oglethorpe, which will be opened August 27. The lumbermen who will seek commissions are: R. J. Welsh of Welsh Brothers; H. H. Clark, assistant sales manager of Penrod, Jurden & McCowen, Inc.; and Edward Stanton, assistant secretary of the American Oak Manufacturers' Association. These gentlemen are all of fine physique and are expected to carry off some of the higher commissions when the final choice is made.

H. B. Weiss of George C. Brown & Co., R. L. Jurden, Penrod, Jurden & McCowen, both of Memphis, and L. P. DuBose of the Lamb-Fish Lumber Company, Charleston, Miss., will leave for Washington this week, where they will, with the other three members of the Southern Hardwood Emergency Bureau, seek to determine just what is expected of this body in the securing of the needs of the government in the way of hardwood lumber. The Memphians are imbued with the idea that the bureau can be very successful if given broad enough power and if competitive buying of southern hardwood lumber for the various branches of the service is eliminated. They are anxious to do all they can in behalf of the government in carrying out its war preparations and its actual war measures and the hope is expressed that it will be given the necessary authority to make it a distinctly helpful factor in the present emergency. E. E. Myers will be in charge of the bureau as manager, with headquarters at Washington, while Messrs. Weiss, Jurden and DuBose and the other three members will act in an advisory capacity.

John W. McClure of the Bellgrade Lumber Company, Memphis, and chairman of the inspection rules committee of the National Hardwood Lumber Association, has returned from Walloon Lake, Mich., where he spent his vacation. Mr. McClure reports that there is plenty of demand for hardwood lumber, but says that the distribution of cars for handling lumber shipments is quite inequitable and that much difficulty is being encountered in securing cars for shipping lumber.

Ralph Jurden of Penrod, Jurden & McCowen, Inc., Memphis and Helena, Ark., is authority for the statement that it is extremely difficult to go ahead with manufacturing operations because of the inadequate car service furnished by the St. Louis, Iron Mountain & Southern. He says that it is impossible to get all the logs needed and that operations are necessarily more or less intermittent and irregular. Other firms having mills on the Iron Mountain are likewise having much difficulty in keeping their plants going, so much so that, as a matter of fact, quite a number of them are closed down.

R. H. Darnell of R. J. Darnell, Inc., reports quite extensive improvements under way in the yards and handling facilities at Batesville, Miss., where the firm operates a big double band mill. Concrete alleyways are being built and everything will be done that can contribute to a reduction in the cost of handling lumber from the saw to the car, including the use of the gravity system. Motor power will be used as far as possible and the firm hopes to have model yards and facilities when it is through with the plans now in contemplation.

BUFFALO

Nye Harrison Farnham, for several years the traveling representative of the Mowbray & Robinson Company of Cincinnati, in western New York and Canada, died on August 5 in the Buffalo General Hospital. While on his vacation with his wife and two daughters he contracted pneumonia, which proved fatal. He was born in Addison, N. Y., October 28, 1875. After completing his elementary studies he entered Cornell University, graduating in 1898. He then entered the lumber business and for two years was in Minnesota. Returning to Buffalo, he worked for several years with the former Empire Lumber Company. Later he was with the Interior Lumber Company, Memphis, Tenn., and had been for several years with the Cincinnati company. Besides his immediate family he is survived by his parents, Mr. and Mrs. George W. Farnham, and a brother, Fred S. Farnham.

John N. Scatcherd, a veteran member of the Buffalo hardwood trade, and former operator of a large yard here, was married on August 7 to Mrs. Loris Loring Horton of Orange, N. J. The ceremony was performed in Westminster Church by the assistant pastor, the Rev. W. H. Benham. Mr. Scatcherd has many friends among lumbermen of the country and was at one time president of the National Hardwood Lumber Association.

The Atlantic Lumber Company is carrying an unusually large supply of hardwoods at present. Lumber is being piled in every available portion of the yard and space is getting to be at a premium.

The last factory of Fitzpatrick & Weller, Salamanca, N. Y., was burned on August 9, with a loss of \$7,000, including 80,000 last blocks.

The candidacy of A. J. Elias for mayor of Buffalo is being pushed by his friends and with a good possibility of his receiving the nomination. Mr. Elias is having little competition in the race so far, though it is expected that the present mayor will run again. The campaign is expected to tune up in the near future. The local hardwood trade is already represented by one of its members on the city council, A. W. Krehbieder, and would be glad to see Mr. Elias associated with him.

This is the vacation season at the hardwood yards, as is shown by the number who have either been away or are about to start on their trips.

J. B. Wall is now in the Adirondacks for a two weeks' stay. M. M. Wall has gone on a motor trip through lower New York and Pennsylvania in a new Stearns car. W. A. Perrin is spending a vacation at the Perrin farm at Conesus Lake. B. E. Darling has been spending about two weeks at Brocton, N. Y. H. L. Vetter has returned from two weeks at Findlay Lake, N. Y. J. D. McCallum is putting in a vacation at Watkins Glen, N. Y. There are very few disciples of the "All work and no play" principle among the hardwood men of Buffalo and the automobile and country road have appealed strongly during the past month, without serious detriment to business.

◀ PITTSBURGH ▶

The Allegheny Lumber Company reports prices firm, but business very quiet. In general, it reports that the trade is confined to inquiries and orders from manufacturing concerns.

P. M. Frampton, president of the Frampton-Foster Lumber Company, announces that he has not taken a vacation since he went in business, and says he sees no sign of any in sight this year. His hardest job just now is to refrain from taking orders, especially for oak bill stuff.

R. C. Herrmann, sales manager of the Duquesne Lumber Company, reports that corporations are buying hardwood only for immediate needs, and are not figuring on 1918 contracts. Some nice bills of lumber are being figured, however, for industrial concerns which are building up new towns.

The E. H. Shreiner Lumber Company announces the usual grist of troubles this month, and says that buyers in general are in a little worse form than usual so far as being willing to place large orders is concerned. Prices, however, are reported very good in all lines.

Ernest Ryman of Wapwallopen, Pa., has bought a large tract of hardwood timber known as the Smith property near that place, for \$20,000, and will cut it off soon.

The Central Pennsylvania Lumber Company is trying to increase its force at its new mill near Sheffield, Pa., but finds it very hard to get good labor and teams.

W. M. Creal of Warren, Pa., has started to cut off a nice tract of timber near that place, and will have an operation lasting several months.

About 200,000 feet of hardwood lumber will be cut by John Balzer from the Hewitt tract of timber near Enterprise, Pa., which is one of the best lots of hardwood left in western Pennsylvania.

Lawrence Luther of Ebensburg, Pa., sold to the Pennsylvania Coal and Coke Corporation last week 165 acres of timber near Ebensburg, which is expected to produce 1,000,000 feet of hardwood lumber that will be used for props and ties in the Moss Creek mines.

President J. N. Wollett of the Aberdeen Lumber Company is firm in his belief that prices of gum and cottonwood are going to take a brace after September 1. Stocks of these woods are not large, according to Mr. Woollett, and the fall car shortage will greatly reduce the prospects of consumers getting this lumber promptly or cheaply.

◀ BOSTON ▶

The Buttrick Lumber Company, Waltham, Mass., has been reorganized. Wm. J. Barry remains general manager. The style of the new firm is the Buttrick Lumber Corporation; authorized capital, \$100,000. C. F. Stone is president and J. A. McGlinchy treasurer.

Charles S. Wentworth, for many years one of the leading hardwood dealers of Boston, has received commission as major and been assigned to the regular U. S. army.

The Connecticut Mill & Lumber Company, New London, Conn., has been incorporated with capital of \$50,000 to manufacture principally lumber and timbers for marine construction.

Horace H. Atherton of Saugus, Mass., died recently at his home. He retired some years ago from the Atherton-Guilford Lumber Company of Lynn, which has been succeeded by the Guilford Lumber Company. He had served in many important state and municipal offices and is survived by his son, Horace H. Atherton, Jr.

The Imperial Lumber Company of Boston has incorporated for \$25,000, R. H. Goode continuing as manager and treasurer of the corporation with J. C. Heyer of Boston, president.

The New England Lumber Company of Boston upon its removal to a new suite of offices at 10 High street has embraced a number of changes in its personnel. Herbert W. Bowler has withdrawn entirely from the company; W. F. Birnie, late of D. Birnie & Sons of Portland, Me., and H. R. McKenney of Boston became active in the representation of the firm in New England.

A storage shed and contents were destroyed on the yard of John Mitchell at Hull by a recent fire entailing loss of \$12,000. The cause of the fire is reported to be incendiary.

◀ BALTIMORE ▶

One of the recent visitors in Baltimore was Frank F. Fee of the Fee-Crayton Lumber Company, Dermott, Ark., and one of the leading members of the National Lumber Exporters' Association. Mr. Fee was here on August 11 and conferred at considerable length with Secretary Dickson in regard to various problems connected with exports. He was on his way to New York to look after some shipments intended for Europe that had been held up.

Kidd & Buckingham, who conduct a hardwood yard on Ridgely street, at the Baltimore and Ohio railroad, have just completed a Molloy shed on the new tract acquired by them on the other side of Ridgely street as an addition to their facilities. This new yard will about double the area they occupy. They report trade quite active.

According to the report of Building Inspector Byrne, the declared value of the new buildings for which permits were issued during July was \$598,980, with \$64,135 more for additions and \$117,200 for alterations, a total of \$780,315. The showing is an improvement over some of the recent months and indicates a return of confidence, but still falls far below the totals for normal years and reflects the extent of the handicap caused by the high prices of materials and labor upon the activities of the contractors.

The Mann Yacht Building Company of this city has been reorganized as the Mann Shipbuilding Company and has secured a 35-acre tract of land from the South Baltimore Harbor Improvement Company at Curtis Bay for a yard, where some of the vessels contracted for by the government to meet the need of merchant vessels will be built. The company has obtained contracts for five or six of the new vessels, and work on them will be commenced as soon as possible.

Word has been received here of the sinking of the steamer Quernmore, of the Johnston Line, from Baltimore to Liverpool, by a submarine. The Quernmore is the last of the Johnston Line vessels, all others having fallen victims to U-boats. Like the rest, she was one of the most important of the lumber carriers, and on her last trip had a quantity of lumber for Liverpool.

◀ COLUMBUS ▶

Columbus wholesalers and dealers received rush orders for approximately 3,000,000 feet of yellow pine for the completion of the federal army cantonment being erected at Chillicothe. In order to get the lumber out as quickly as possible it was prorated among the wholesalers and retailers of the Buckeye capital. The building of the cantonment is being rushed in order to have it ready for the drafted army early in September.

As an evidence of a revival of large building operations in the country, D. C. Meehan, president of the Pyrono Process Company, Columbus, maker of fireproof doors, reports the receipt of an order for several thousand doors for the Commodore hotel, to be erected near the New York Central Station, New York.

Because of the wonderful success of the junket of lumbermen, following the annual meeting of the Ohio Association of Lumber Dealers, many inquiries are being received asking if another trip will be held. Some of the lumbermen who took the trip are urging that another trip include a visit to the Pacific coast. D. R. Winn of the Winn Cypress Company, who was chiefly responsible for the trip, will canvass the situation to see if another junket is desired.

The Hay & Ratcliffe Lumber Company is a recent addition to the lumber industry of Columbus. It is composed of L. L. Hay, who was formerly in the lumber business in Seattle and conducted a jobbing concern in Columbus for the past six months, and F. M. Ratcliffe. The offices of the company are located at 723 Columbus Savings and Trust building. The concern handles principally hardwoods and cypress. Some yellow pine and shingles are also handled. Mr. Hay says conditions are fairly good and he looks for a better trade during the fall months.

The H. D. Brasher Lumber Company has acquired a large long leaf mill at Glenden, Ala., which is now being put into shape for operation. H. D. Brasher, head of the company, has been on the ground for some time superintending the work. It is planned to manufacture 4x4 exclusively. The same concern acquired a mill at Ackerman, Miss., which is now in operation.

The John Dulweber Company of Cincinnati has disposed of its property in that city to the Stratemyer Lumber Company, which will take possession about September 1. The Dulweber company will probably go to Memphis, Tenn. A large band mill and big acreage have just been acquired by the Dulweber company at Ponte Coupee Parish, La., and a mill near Lottie. About 50,000,000 feet of timber were obtained with the tract.

S. A. Conn, veteran lumberman of Cincinnati, died recently at the Augustana Hospital, Chicago, Ill., from an operation. He was buried at his old home at Georgetown, O. The deceased was sixty years old.

E. H. Hammond, traveling lumber salesman, has filed a petition in bankruptcy. He owes notes amounting to \$5,915 and has no assets.

Involuntary proceedings in bankruptcy have been brought against the Trimble Cypress Company of Cincinnati. The petitioning creditors, W. W. Moss, trustee in bankruptcy of the H. H. Hitt Lumber Company, Decatur, Ala.; the Waldstein Lumber Company, St. Louis, Mo.; and the Riggs Cypress Company, Patterson, La., set up the claims for \$472.36, \$1,077.71, and \$674.61, respectively.

F. B. Pryor of the W. M. Ritter Lumber Company, reports a good demand for hardwoods, although the vacation season has held up buying to some extent. Just now the best feature is the demand from box, furniture and implement concerns. Prices are firm and no cutting is reported. Shipments are coming out fairly well.

The Boulevard Lumber & Supply Company, Columbus, has been incorporated with a capital of \$10,000. The incorporators are W. H. and Orpha D. Whissen, P. H. Robert and Darline S. Earhart.

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The Pioneer Lumber & Coal Co., Pioneer, O., has been incorporated with a capital stock of \$15,000. The incorporators are Ralph W. Sprague, Elmer Myers, Emma Myers, Bert E. Wing and Bert P. Sprague.

The Portsmouth Veneer and Panel Company will close its business and cease operation after September 15.

◀ CLEVELAND ▶

The Reserve Lumber Company has increased its capital stock to \$50,000, according to J. V. O'Brien, its secretary. The company handles lumber and builders' supplies.

Illustrating the dubious outlook in the matter of lumber transportation the Federal Box Company has just purchased between three and four acres of land on West Third street for the purpose of augmenting its present stocks of lumber, which already amount to a value of \$70,000. The stocks already on hand are sufficient to last through the greater part of next year, but the company will continue to prepare itself for the worst that may happen between now and the dawn of normal conditions again. Another reason for laying in such large stocks is the contemplated establishment of a new box factory in a nearby city. Complete plans have not been announced as yet.

In order to aid in solving the building problem, which is becoming acute, the Cody Helper Company is starting fifty frame dwellings of four rooms each on Cut road, in the east end factory district. If these are a success 100 more will be erected and if the 100 seem to fill the expected need, arrangements will be made to raise the next increment to 300. Several other projects are afoot to solve the housing problem, which is acute. The apathy of the wood construction people in this regard is giving the fireproof interests an opportunity to experiment in the single dwelling field.

◀ CINCINNATI ▶

F. R. Gadd, assistant to the president of the Hardwood Manufacturers' Association of the United States is in Memphis on business. On August 24 the Southern Hardwood Emergency Bureau met here, and August 25 there will be a conference of the Open-Competition Plan Committee.

The Dayton-Wright Airplane Company has purchased the three-story factory building in Miamisburg from the Enterprise Carriage Company, and will remodel it at once for the establishment of a branch factory for the manufacture of airplane parts. The deal involves approximately \$125,000. The need of additional space, despite the completion of new buildings, in this city is given as the reason for the purchase.

The Sherrill-Russell Lumber Company, Paducah, Ky., has filed amended articles of incorporation.

Fifty-two miles of wooden water pipe are being laid in the Camp Meade Baltimore grounds, the national army camp near Annapolis. These pipes are from the Pacific coast and working men have come with them to supervise the laying. The pipe is made of California redwood. It is put through a special process after the pipe is sawed out of large trees. Four storage tanks, each capable of holding 100,000 gallons of water, are being constructed at the camp out of wood. The reason that wood is being used is stated to be that the government wants to save every bit of steel and galvanized iron for ships.

Involuntary bankruptcy proceedings were instituted in the United States district court recently against the Trimble Cypress Company. The petitioning creditors are W. W. Mass, as trustee in bankruptcy of the

H. H. Hitt Lumber Company, Decatur, Ala.; the Waldstein Lumber Company, Patterson, La. They set up unsecured claims for \$472,36, \$1,077.71 and \$674.61, respectively. It is charged the respondent company is insolvent within the meaning of the bankruptcy act, and that it committed an act of bankruptcy in transferring a tract of timber land in Washington Parish, La., to J. G. Trimble with intent to prefer him over other creditors.

George H. and Harry D. Riemeier, doing business as the Riemeier Lumber Company, Cincinnati, have filed their petition in United States district court for discharge in bankruptcy.

Striking lumber and mill workers extended their fight for an eight-hour day by calling for a strike in all the mills in Washington and Oregon, according to advices received here. This action was the result of the failure of the negotiations between mill owners and labor union representatives, held under the auspices of the State Council of Defense. Lumber operators have assured the government of their ability to furnish 300,000,000 feet of spruce for airplane construction within the next fifteen months, if the nation should need that much.

Secretary Baker, acting for the Council of National Defense, urged in recent telegrams acceptance of the eight-hour day as a basis for the settlement of the strike. He appealed to the patriotism of the lumbermen and said that every foot of lumber that can be produced now is necessary for the prosecution of the war. He urged both employers and employees to settle their differences.

◀ INDIANAPOLIS ▶

The Indianapolis Chamber of Commerce last week published a statement in defense of the retail lumber companies of the city, which had been charged by malicious rumors of having charged exorbitant prices for materials that were sold to the government for construction work at Fort Benjamin Harrison. Rumors were current in Indianapolis that all kinds of irregularities had existed in meeting the government's demands at the fort. About 6,000,000 feet of dimension stock was sold to the government and practically every retail firm in Indianapolis joined in a co-operative movement to supply the government's needs in record time. The lumbermen were so successful in getting lumber delivered that they were praised highly by government and army officials alike. The statement issued by the chamber of commerce refuted the graft rumors and since its publication the discussion of the subject has been dropped.

Hixon W. Davis, a prominent lumberman of Sullivan, Ind., died last week following a long illness. Until he was forced to retire on account of his health, he operated the Sullivan Planing Mills. Mr. Davis was vice-president of the Sullivan National Bank and was president of the Sullivan County Building and Loan Company. He was born in Sullivan county, Ind., and spent his entire life there. He is survived by a widow and two sons.

The Rochester Lumber Company of Rochester, Ind., has been incorporated with capitalization of \$20,000. The incorporators are Wirt M. Hazen, Henry I. Isbell and J. Albert Herbst.

The White River Lumber Company of South Bend, Ind., has increased its capitalization from \$5,000 to \$20,000.

The Hayslett Solid Shade Roller Manufacturing Company of Plymouth, Ind., has been incorporated with a capitalization of \$50,000 to manufacture wooden rollers. The directors of the company are Edgar Hayslett, Prosper A. Ball, Francis E. Garn, Charles H. Glaub, Jacob E. Kubtz, G. W. Anglin, and James A. Sweeney.

I. L. Andres of Shelbyville, Ind., has been appointed manager of the Rushville Furniture Company of Rushville, Ind. Mr. Andres had been connected with the Rushville company before he moved to Shelbyville a few years ago.

◀ EVANSVILLE ▶

Mertice E. Taylor, secretary of the Evansville Lumbermen's Club, has resigned his position with Maley & Wertz, hardwood lumber manufacturers of this city and has taken a position with the Burroughs Adding Machine Company. He will travel over a large territory for this company. For the past four years Mr. Taylor was cashier of Maley & Wertz and he enjoys a wide acquaintance among the lumber manufacturers and retail dealers of this city and they all wish him success in his new position. Mr. Taylor has turned the secretaryship of the Evansville Lumbermen's Club over to William S. Partington of Maley & Wertz and it is probable that at the next regular meeting of the club Mr. Partington will be selected permanent secretary of the organization.

George O. Worland, secretary and treasurer of the Evansville Veneer Company, is recovering from a vicious attack made upon him in his office several days ago. While engaged in his office two strange young men entered and inquired for a certain employe of the company. The young men said they were from the local recruiting office for the United States army and said they wanted to take the employe with them, also to collect a fee for his examination. Mr. Worland suspected that the men were trying to work some flim-flam game and ordered them from the office and at this one of them hit him. Mr. Worland struggled with the men from the office out into the street and delivered some good blows on them and finally they broke away and ran up the street. Mr. Worland received some bodily bruises and also hurt his arm, which he was forced to carry in a sling for several days. One young man was arrested.

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Mr. Worland reports that business has been good all summer and he is looking for a very nice fall and winter trade. The company's large plant here has been operating on full time for the past several months, and in spite of the war, business has gone ahead just the same.

W. V. Dixon, manager of the Evansville Bookcase and Table Company, has returned from a trip to Atlantic City, N. J., having been accompanied by Mrs. Dixon and son George.

The Rochester Lumber & Coal Co., Rochester, Ind., recently filed articles of incorporation with the secretary of state, the purpose of the company being to buy and sell lumber and building materials. Its capital stock is \$20,000 and the directors are Wirt M. Hazen, Henry I. Isbell and J. Albert Herbster.

Early in September the members of the Evansville Furniture Manufacturers' Association will go to Tell City, Ind., where they will be the guests of the members of the Tell City Furniture Manufacturers' Association. An old-fashioned barbecue will be given and a good time is in store for the Evansville men. The local association has for several years been entertained once a year in grand fashion by the Tell City manufacturers. A. P. Fenn, one of the leading furniture and veneer manufacturers of Tell City, is on the committee of arrangements this year.

Charles M. Frisse, secretary and treasurer of the Globe-Bosse-World Furniture Company, has returned from a business trip to Indianapolis and the northern part of the state.

Charles A. Wolfson, who is in charge of the West Side Lumber Company, reports the retail business is picking up nicely and that the outlook for fall trade is good.

◀ LOUISVILLE ▶

Amended articles of incorporation were recently filed by the Holly Ridge Lumber Company of Louisville, increasing the capital stock of the company from \$150,000 to \$250,000 in order to take care of increased operations and additional plants at Meeker and Monroe, La., which have been purchased within the year. The amendment was signed by W. A. Watts, L. H. Wymond, E. B. Norman, W. I. Wymond, L. H. Wymond and others.

A great deal of labor will be released shortly due to the completion of Camp Taylor, at Louisville, the first of the cantonments to be completed. Major Lamphere, in charge of the construction, announced a few days ago that the original units would be completed on August 25, and that the additional buildings would all be finished by September 1, Mason & Hanger, the general contractors, being about a week ahead of their schedule on completing the camp. About 8,000 or more men have been employed

within the past few weeks, and with the release of these men the local manufacturers expect to be in good shape on the labor situation. Many men left lumber plants, planers, etc., for the camp, and labor has been so scarce that all building was sidetracked until the camp was completed.

Harry C. Inman of the Inman Panel & Veneer Company and Mrs. Inman, formerly Miss Margaret Elizabeth Kline, are back from a honeymoon, having recently been married at Chautauqua, N. Y. Mr. Inman states that much delay has been met with in getting the machinery into the company's new plant at Louisville, but that operations will start shortly.

The Lucas E. Moore Stave Company of New York and New Orleans has leased the Edward Dowling Cooperage Works, Lexington, Ky., and will manufacture white oak rum puncheons for the West India trade. Harry A. McCoy of Lexington has been placed in charge of the Lexington branch, which will employ about thirty men.

With a capital of \$10,000 and a debt limit of \$100,000 the Fibercraft Chair Company of Frankfort, Ky., has been incorporated to manufacture chairs, furniture and woodenware. The incorporators are Eli H. Brown, Jr., Charles Irion and A. H. Foley.

E. B. Ford of the C. C. Mengel & Bro. Company recently returned from Grand Rapids, where he spent a few days in connection with the company's exhibits at the furniture show, where a dimension exhibit was featured.

The military movement is taking a large number of the most promising youngsters out of the Louisville hardwood companies; six of the boys at the C. C. Mengel office have been ordered to report for the next reserve camp at Ft. Benjamin Harrison, Indianapolis, on August 27. These six men are E. B. Ford, William Johnson, Culver Vaughn, E. C. Kornfeldt, Sam C. Mengel and Ferd Graham. The Roth Lumber Company is sending Walter Cumnock, while Avery Robinson is leaving Chess & Wymond, and Mark Wymond has applied for a commission. Several men have already received commissions following training at the first camp, among whom were John Miller of the W. P. Brown & Sons Lumber Company, first lieutenant; J. R. Green of the same company, second lieutenant; W. P. Clancy, Louisville Point Lumber Company, first lieutenant, and Holmes Christian, son of Tom Christian, sales manager of the Wood-Mosaic Company, New Albany, Ind., second lieutenant. George F. Sengel of Phil Sengel & Son, operators of the Gambrinus Cooperage Company, received a lieutenant's commission.

The Turner, Day & Woolworth Handle Company has started work on a branch hickory handle plant at Lafayette, a few miles from Hopkinsville, Ky. The latter plant is in charge of B. C. Crain, while Charles C. Crain, his son, will have charge of the new plant. The company has also an-

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nounced that it will move its plant at East London, Ky., to some other district, having purchased practically all of the timber in the district.

The Kentucky River Hardwood Company and the Mowbray & Robinson Company recently closed a deal at Quicksand, Ky., which involved a lot of logging equipment and hardwood timber tributary to the plants of the Mowbray company, and which should add to the mill output considerably in production capacity. For several years the Mowbray company has been buying a lot of timber from the hardwood company, delivered in the Mowbray pond, while the hardwood company logged a lot of timber owned by the Mowbray company. In the new deal the Mowbray company takes over about fifty miles of 42-inch railroad, the logging equipment, and balance of standing timber belonging to the Kentucky River Hardwood Company, and in the future will operate the entire woods end of its business. This deal has not increased the stumpage owned by Mowbray interests to any great extent, but should increase the mill capacity. The company is undertaking some big developments in eastern Kentucky, and has mills at West Irvine, Viper and several thousand acres of timber.

C. H. Willett of the W. R. Willett Lumber Company is back from a lumber buying trip to the South, having visited mills in a number of districts.

Work has been started by the Edward L. Davis Lumber Company on remodeling its office, and when completed the company will have an office of real beauty and paneled in some fine specimens of hardwoods such as handled by the concern.

W. H. Stubbs, Canadian representative of the Card Lumber Company, Chattanooga, was recently in Louisville on his return from a trip to the mill, and attended a meeting of the Louisville Hardwood Club. Mr. Stubbs, who a few weeks ago talked before the club on the lumber situation in Canada, was called on again, and discussed conditions at some length. He stated that the company's mills are busy, but are behind on getting out and shipping orders. The company is expecting some trouble this winter with car shortage and embargoes, but at the present time conditions are good. In Canada business at the present time is fine, but would be much better except for the labor shortage, high-class woodworkers being very scarce, a larger percentage of skilled men having entered the army than of unskilled ones. This has hit the piano trade very hard, and one large piano manufacturer has been importing piano cases from the states, paying a thirty per cent duty, and a seven per cent war tax. This manufacturer lost thirty-seven men out of his woodworking shop alone, and was almost compelled to close the department, it being impossible to replace the hands with skilled material. Other industries have been hit just as hard, even the contractors being up against a serious labor shortage.

R. R. May, secretary of the Louisville Hardwood Club and manager of the Louisville branch of the Southern Hardwood Traffic Association, has been wrangling with the insurance companies for several days over the complete loss of a fine new six-cylinder Buick car, which was totally demolished by unknown parties who stole the car from Walnut street, while Mr. May was attending a meeting of the club at the Seelbach. Leaving the hotel shortly after 9 o'clock he found that the car was missing, although it was left under lock on Walnut street between Third and Fourth. The police department late at night notified him that the car had been found on the Shelbyville road, smashed beyond recognition in a collision with a bridge abutment. No trace of the thief has been found.

According to one of the local newspapers, Col. C. C. Mengel, head of the Mengel Box Company and connected with the C. C. Mengel & Bro. Company, is very much elated over having cut his golf game and having recently made an even hundred on the Louisville Country Club course. The newspapers in commenting on the event said: "He was more excited than when the Germans sank one of his ships off the coast of France. He ordered Charlie to see that there was not a dry throat in the clubhouse; went home and raised the servants' wages, subscribed for two golf magazines and arranged his business so that in the future it would not interfere with his playing golf seven days a week."

L. K. Kirtley of Lebanon, Ind., is endeavoring to sell a modern wood-working plant, equipped for manufacturing chairs and kitchen cabinets. This plant is equipped with all modern machinery, has good railroad and interurban connection, steam heat, electric lights and is ready for operation.

Announcement was made last week of the resignation of Fred M. Sackett, president of the Board of Trade, who was recently appointed Federal Food Commissioner of Kentucky by President Wilson. J. W. Oliver, vice-president of the board, has been elected president, and the other officers all moved up a notch.

With the departure of the coal handling fleets on the Ohio river it develops that many of the old tugs used for handling coal barges are now handling logs and lumber, and while the river has been going down for ten years so far as tonnage handling is concerned, there is a possibility that lumber concerns will use it more and more due to the car shortages, embargoes, and fact that boats are available for handling lumber. The Barrett fleet of six boats, formerly used for towing coal, is now handling logs and lumber almost exclusively, and the Jim Woods is towing lumber and logs out of Cairo. Many of the old boats have been sold by the coal companies into the western trade or the Mississippi river trade, and river coal is now going largely by rail, and the Pittsburgh demand is such that there is small chance of coal from the upper river coming West or South

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

by water. However, the government has greatly improved the river, and a few days ago an artificial stage was used to bring a lot of coal down to Cincinnati. Although the coal companies may not use the river much in the future, it is possible that more lumber may eventually use the river form of transportation.

ARKANSAS

The Chess & Wymond Company is moving a big stave mill to Roasting Ear Creek, four miles southeast of Big Flat, near Mountain View, Ark., where it recently purchased a half million feet of white oak timber from the government. The timber on the tract will be worked up into staves.

The Cleburne County Lumber Company's plant at Heber Springs, Ark., was destroyed by fire on August 12. The loss is placed at \$6,000 with no insurance.

The Arkansas Cooperage Company is now operating its new plant at Brinkley. J. M. Meyers of Paragould is president, and H. J. Goepinger secretary and treasurer.

The Piggott Handle Company of Piggott, Ark., has been dissolved, after several years of successful operation.

The Hartwell Handle Company, with main offices at Chicago Heights, Ill., has purchased the handle plant at Brinkley, Ark., which was formerly operated by J. E. Jackson. The name of the concern has been changed to the Brinkley Handle Works, and the capacity will be increased.

The Whitehall Cooperage Company has moved its cooperage plant from Whitehall to Georgetown.

J. W. Maxwell has arranged to build a spoke and stave factory at Eldorado, Ark.

The box factory of James N. Petrie at Rector, Ark., is being overhauled and enlarged. This plant has enjoyed a heavy demand for boxes and crates during the past few weeks.

C. K. Elliott & Company have purchased about 4,000 acres of fine hardwood timberland in the Saline river valley, and are erecting a sawmill of a daily capacity of 25,000 feet, which will be ready for operation about September 1. The company will maintain its office at Rison, and the shipments will be made from Rison and Dwight. The timber is made up of different varieties of southern hardwoods, particularly oak, gum and hickory.

The Eckhardt & Lennon Company of Wilmot, Ark., has recently been organized to engage in the manufacture of staves and heading. The officers of the company are H. E. Eckhardt, president; G. I. Prigmore, vice-president, and Stephen Lennon, secretary and treasurer.

The Mount Olivet Stave Company's plant at Batesville, which has been closed down for the past thirty days while undergoing repairs, has again started operations with increased capacity.

About sixty employees of the Miller Lumber Company at Marianna are included in the first draft for the National Army, according to C. N. Houck, secretary and treasurer of the company. The drafting of these men will work considerable hardship upon the company.

MILWAUKEE

The Lovett & Pierce Lumber Company, Rhinelander, Wis., has increased its capital stock from \$40,000 to \$75,000.

The Janesville Products Company, Janesville, Wis., formerly the Wisconsin Carriage Company, has purchased the entire business of the Skudder Car Manufacturing Company, Chicago, maker of children's vehicles, and has consolidated the plants at Janesville. The manufacture of carriages and sleighs will be discontinued. A production of 100,000 carts is planned for the first year. R. E. Wisner is general manager.

The Manitowoc Shipbuilding Company, Manitowoc, Wis., is advertising throughout the Middle West for 1,500 additional operatives. The company now employs about 1,600 workmen.

The American Auto Body Company, Milwaukee, has been incorporated with \$40,000 capital by David J. Borun, L. L. Gridley and Henry E. Bradley to manufacture all kinds of passenger and commercial car bodies.

Andrew R. Week, secretary-treasurer of the John Week Lumber Company, Stevens Point, Wis., who died August 3 at Hollywood, Cal., left an estate of \$250,000. His will bequeaths \$26,000 to various educational and religious institutions and charities. Mr. Week never married and the remainder of the estate is divided among his brothers and sisters.

The Roddis Lumber & Veneer Company, Marshfield, Wis., has increased its timber holdings to approximately 30,000 acres by purchasing 7,100 acres in Iron county, Wisconsin. This insures a supply sufficient to keep the Roddis sawmill at Park Falls and the veneer works at Marshfield busy for twenty years or more. The timber lands are situated in Ashland and Iron counties, and consist principally of hardwood and hemlock.

What is considered the most modern planing mill in the country has just been placed in operation at Antigo, Wis., by the Langlade Lumber Company, which erected a mill at that point during the past year. The planing mill equipment includes a huge flooring machine with automatic feed and loader. A feature is the 900-foot subway between saw and planing mill, which contains a steampipe feed to the planing mill and a conveyor for planing mill waste to the sawmill power plant.

Work will begin soon on the erection of a new sawmill for the Gagen Lumber & Cedar Company, at Gagen, Oneida county, Wis., to replace the plant which was destroyed by fire some time ago. James Murphy, Monico,

We will give our best attention to service on the following

DRY LUMBER FOR IMMEDIATE SHIPMENT

BASSWOOD

80M' 5/4" Common and Better

BIRCH

100M' 4/4" No. 1 Common and Better

200M' 4/4" No. 2 and 3 Common

30M' 6/4" 1st & 2nd Unselected

20M' 4/4" No. 1 Common Red

ROCK ELM

50M' 5/4" Log Run

MAPLE

200M' 4/4" Log Run

400M' 4/4-6/4-7/4-1 1/8-2", No. 3 Common

50M' 2x6" Maple Hearts

RED OAK

70M' 4/4" No. 1 Common

PLAIN WHITE OAK

100M' 4/4" Log Run

10M' 8/4" No. 1 Common and Better

QTD. WHITE OAK

70M' 4/4" 1st and 2nds

15M' 8/4" 1st and 2nds.

RED GUM

80M' 4/4" Common and Better

25M' 4/4" No. 2 Common

50M' 6/4" Common and Better

SAP GUM

100M' 4/4" Log Run

40M' 4/4" 1st & 2nd, 13" & up

250M' 4/4" No. 1 and 2 Common

Northern stock can be surfaced and resawed if desired

At our Arkansas and Wisconsin plants we are daily putting new stock into piles, the quantity of which will appeal to the careful buyer.

THE G. W. JONES LUMBER CO.

Manufacturers of
Northern and Southern Hardwoods
APPLETON, WISCONSIN

SOUTHERN PLANT
Forrest City Mfg. Company, Forrest City, Ark.

PALMER & PARKER CO.

TEAK **MAHOGANY** EBONY
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 CIRCASSIAN WALUT **VENEERS** **HARDWOODS**
 103 Medford Street, Charlestown Dist.
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Real Estate Trust Building
 PHILADELPHIA, PENNSYLVANIA
CHOICE DELTA GUM Dry and Straight

**NORTH CAROLINA PINE AND
WEST VIRGINIA HARDWOODS**

Capacity 300,000 Ft. per Day

Conway, S. C. { **MILLS** } Porterwood, W. Va.
 Jacksonville, N. C. { } Wildell, W. Va.
 Hertford, N. C. { } Mill Creek, W. Va.

Willson Bros. Lumber Co.

MANUFACTURERS

MAIN OFFICE: **PITTSBURGH, PA.**

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY

Manufacturers & Importers FOREIGN VENEERS
 2624-34 COLERAIN AVENUE

C. CRANE & COMPANY

Manufacturers of Hardwood Lumber, Oak & Poplar especially

Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

High Grade
 Northern and Southern
 Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

donated the site and local capital furnished a cash bonus of \$5,000. F. H. Piehl is manager of the mill.

The Brumlic sawmill at Klondike, near Marinette, Wis., was destroyed by fire recently, with a loss of \$5,000 and no insurance.

The D. E. Kiser Lumber Company has transferred its general offices from Durand to Eau Claire, Wis., as a matter of convenience in handling its affairs.

Hirt Bros., Antigo, Wis., will convert their flour and feed mill at Deerbok, Langlade county, into a box factory as soon as their new flour mill in Antigo is completed about October 1. The firm operates a sawmill at Deerbok.

The Hammer Lumber Company, Prentice, Wis., is erecting a new planing mill, 32x50 feet, two stories high, with an engine room, 20x50 feet.

The Tipler & Grossman Lumber Company, Green Bay, Wis., has broken ground for a new sawmill and power plant near Long Lake, Wis. The investment will be about \$50,000, it is said.

The Winnebago Furniture Manufacturing Company, Fond du Lac, Wis., sustained an estimated loss of \$15,000 on August 14, when fire originating from spontaneous combustion destroyed the veneer and excelsior warehouse. It will be rebuilt at once.

The Rib Lake Lumber Company, Rib Lake, Wis., has resumed operations in its sawmill after a 10-day shutdown for repairs and overhauling. Work is progressing rapidly on the new planing mill, which will be operated throughout by individual electric motors.

The Wisconsin Woodenware Company, Two Rivers, Wis., has completed the removal of its plant into the former sawmill of the Two Rivers Manufacturing Company, where 27,500 square feet of floor space are available. The mill has been entirely remodeled for pail and basket manufacture. For the present steam power will be used, but the company intends to equip the plant with individual electric motor drive as soon as current can be obtained.

Charles L. Ainsworth, associated with the Weyerhaeuser Sales Company, St. Paul, Minn., has been appointed to succeed his late father, E. L. Ainsworth, as secretary and treasurer of the Rutledge Charities and the Hannah M. Rutledge Home for the Aged at Chippewa Falls, Wis. Mr. Ainsworth, like his father, has been engaged in the lumber business practically all of his life.

The Republic Phonograph Company, Manitowoc, Wis., has been incorporated with \$100,000 capital to manufacture wood and metal musical instruments, cabinets, furniture, fixtures, etc. Eastern capital is said to be behind the company, which is represented during organization by Frank B. Keefe, T. C. McCullough and Alton Ripley of Manitowoc. A plant probably will be erected unless satisfactory leases of existing properties can be made.

The Wausau Box & Lumber Company, Wausau, Wis., has installed a large centrifugal pump to supply water mains in case of fire emergencies.

Emery C. Hodges, Joliet, Ill., inventor and patentee of the Sanitary Building System, has moved to Beloit, Wis., where he intends to establish a plant.

The Schraufnagel Bros. sawmill at Glidden, Wis., was destroyed by fire of unknown origin several weeks ago. It is said that it will not be rebuilt.

The Flambeau River Lumber Company, Park Falls, Wis., is erecting a large lumber shed, 56x128 feet, at Ladysmith, Wis.

Perley Lowe & Co., Peshtigo, Wis., have reduced the number of men at their planing mill and yard, and only two machines remain in operation. The stock of lumber is becoming low and from now on lumber shipments from Peshtigo will be irregular due to the exhaustion of the supplies of some grades.

Forest fires in the vicinity of Crandon recently did considerable damage to the camps of the Keith & Hiles Lumber Company.

The Hardwood Market**< CHICAGO >**

Chicago is still much in the throes of war readjustments. "Business—But Not as Usual," could very well be adopted by this big center which so quickly feels every war-time vibration of the country in its campaign of preparation. But the consumption of goods goes steadily on, and except in those specialized or rather limited lines which cannot lend themselves so readily to anything but the luxuries or the semi-luxury, decided strength is the prevailing condition. The fall rental season has revealed a decided paucity of new accommodations and suggests the possibility of sufficient increases in rents to make more attractive renewed building in the spring even with inflated costs. Altogether there is not enough in the way of new indications or developments to suggest any change of moment.

< BUFFALO >

The hardwood market shows a good amount of activity so far as the demand for factory stock is concerned. Certain large concerns with war orders are buying a lot of lumber for use in the manufacture of airplanes, automobile trucks, vessels for ocean traffic and numerous other purposes.

and this outlet for trade is expected to be open for some months. The building line shows no great activity, though it has been making a better showing in some sections during the past few weeks. The furniture trade just now is said to be rather quiet.

Ash has been moving well, all thicknesses being called for, with thick stock leading. Plain oak has also been much wanted. Maple continues to hold its own. Some wholesalers call the demand pretty well distributed through the list, while others are concentrating their attention to but a few woods, saying that these are outshading all the rest. Everything holds firm in price and some woods are likely to advance within the next few weeks.

The local wholesale yards are all getting in good assortments of stock and optimism is felt as to the future, as with car shortage likely to be more severe than ever this fall it is felt that the local yards will be called upon for large shipments. Some yards have a larger stock of good lumber than they have carried at any time previously, and a large percentage of this lumber is easily salable. Several weeks are required as a usual thing to get hardwood stocks through from southern points.

← PITTSBURGH →

All lumber wholesalers here are complaining this month of dull business. Demand from the yards is extremely light. The manufacturing trade constitutes the bulk of the business being done, but this is far from satisfactory in as much as these concerns are buying only for immediate needs. In a few cases where big industrial concerns are laying out towns, some large bills of lumber are being figured. As a rule, however, factories are pretty well supplied with lumber for their summer and fall needs and are hesitating to buy ahead on contract. Prices remain very firm. The tendency of quotations in many lines of hardwood is upward because stock is so scarce and because mills are producing so little lumber. Everywhere there is a complaint of a scarcity of help and very undesirable labor. Another serious complaint is the large number of transit cars. This is demoralizing prices on many woods, especially stocks from the Southwest. Yard business does not show any signs of recovering its usual summer form, and the uncertainties of war are making the building situation very hard to guess out.

← BOSTON →

The hardwood trade of New England remains in a very uncertain state. Transportation conditions run to extremes. The N. Y., N. H., & H. R. R. by reason of its own embargoes and those placed against it is absolutely closed to non-governmental shipments of lumber both from the North and South and is expected to continue so for at least another week. Other roads are nearly or wholly without restrictions; in fact, some are delivering cars in much under normal time. Native hardwoods are being freely moved on the northern and eastern roads. Consuming and construction companies have heavy business booked, but the material and labor situation is delaying the products. Quotations received from manufacturers vary from moderately stiff to extreme figures and practically all business being done is at the highest record prices to meet the pressing needs. There is every indication that hardwoods will maintain the present elevated values for some time although delays and difficulties are adding cost burdens which, it is the opinion of many dealers, will slow up the demand for new work. As it is admitted that lumber traffic will be generally reduced the coming fall, the outlook for the immediate future points to a very firm basis for any stock available.

← BALTIMORE →

If any changes in the general hardwood situation have taken place during the last two weeks they are of small significance. Members of the trade are still called upon to center their attention largely upon efforts to obtain shipment in order that the most urgent requirements of their customers can be met. Orders for the government are forwarded quickly enough, but all other business must take its chances, and in many instances the shippers are seriously handicapped in their operations. The quotations are much the same as they have been, though a great deal depends upon individual necessities and the ability of sellers to make shipment. Little disposition exists to anticipate wants, but for immediate needs the buyers are willing to pay very attractive prices. The preference is rather for the lower grades and some of the best classifications move rather more slowly than could be desired. This applies especially to poplar, which wood is in good request as far as the general run of lumber is concerned, but shows a hesitating tone when it comes to the stocks which formerly went abroad. Oak is likewise more or less affected this way, though the absence of large accumulations and the difficulties of making shipment prompt buyers to take almost anything that happens to be in supply. The users of hardwoods are generally all quite busy, with the exception of the manufacturers of woodwork for the general run of houses, erected by contract builders on speculation. The advances in the cost of materials of all kinds, and especially the rates of wages demanded by labor have called a decided halt in this kind of undertaking. Oak of the highest and most uniform grades is being sought in considerable quantities for aeroplane propeller blades, so that at least some of the output of the mills that encountered a hesitating demand before is thus taken care of.

Mills find it hard to get labor, and many of the plants are unable to

The following stock is in excellent condition, ready for immediate shipment

7 1 No. 2	Common & Better ASH.....	15,000'
4 1 No. 2	Common & Better BASSWOOD.....	25,000'
7 1 No. 2	Common & Better BEECH.....	150,000'
7 1 No. 3	Common BEECH.....	340,000'
3/4 No. 1	Common & Better BIRCH.....	55,000'
4/4 No. 1	Common & Better BIRCH.....	58,000'
4/4 No. 2	Common & Better BIRCH.....	29,000'
4/4 No. 2	Common BIRCH.....	120,000'
4/4 No. 3	Common BIRCH.....	12,000'
8/4 No. 2	Common & Better BIRCH.....	16,000'
8/4 No. 3	Common BIRCH.....	10,000'
4/4 No. 1	Common & Better HARD MAPLE.....	25,000'
6/4 No. 2	Common & Better HARD MAPLE.....	150,000'
10-4 No. 2	Common & Better HARD MAPLE.....	15,000'
4/4 No. 3	Common HARD MAPLE.....	40,000'
5/4 No. 3	Common HARD MAPLE.....	250,000'
8/4 No. 3	Common HARD MAPLE.....	100,000'
4/4 No. 2	Common & Better SOFT ELM.....	68,000'
4/4 No. 3	Common SOFT ELM.....	110,000'
6 1 No. 2	Common & Better SOFT ELM.....	36,000'
4 1 No. 2	Common & Better SOFT ELM.....	50,000'

IDEAL
HARDWOOD
SAWMILL



Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company Masonville, Michigan



YOU WANT WIDE STOCK—WE HAVE IT
Payson Smith Lumber Co
MINNEAPOLIS, MINN.

FOR QUICK SHIPMENT

Northern Stock

BIRCH

3 cars..1" Com. & Bet. Red
2 cars.....1" No. 2 Com.
6 cars,
1 1/2" No. 1 Com. & Bet.

8 cars.....1 1/2" No. 3 Com. & Bet.
3 cars.....2" No. 2 & Bet.

SOFT ELM

1 car.....1 1/2" No. 2 & Bet.
1 car.....1 1/2" No. 3 Com.

HARD MAPLE

2 cars.....1" No. 2 & Bet.
2 cars.....1" No. 3 Com.
3 cars.....2" No. 2 & Bet.

Prices Right
Stocks Better
Service Best

Southern Stock

RED OAK

2 cars.....3/4 Com. & Bet. Plain
1 car.....4/4 No. 2 & Bet. Plain

WHITE OAK

1 car.....2" No. 2 & Bet. Plain

Payson Smith Lumber Co.

MINNEAPOLIS, MINN.

CHICAGO OFFICE
1665 Old Colony Bldg. J. C. Moffat, Rep.
DETROIT OFFICE
Henry Clay Hotel. P. M. Youngblood, Rep.



BEAUTIFUL
WE MEAN THE OAK NOT THE MAN
PAYSON-SMITH LBR.-CO.
MINNEAPOLIS, MINN.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 4 1/4" Clear Sap Poplar, 5-16" wide; 1/2 car 4 1/4 Panel Poplar, 18" & up wide; 1 car 5/8" No. 1 Common Ash; 2 cars 4 1/4 FAS Sap Gum; 1 car 5-4 FAS Plain Red Oak; 1 car 4 1/4 No. 1 Common & Better Red Oak.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

BLISS-COOK OAK CO.

BLISSVILLE, ARKANSAS

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

Buy Timber Now!

ALL conditions now conspire to make a perfect situation for investments in timber lands.

After 37 years of study of timber matters we offer it as our opinion that stumpage values will never be so low again.

With the growing demand for agricultural land and the absence of any reforestation policy, every tree down means one tree less. Values must on the whole trend upward.

Add to this the tendency to revert to the use of wood among car builders and others. Add to that the enormous demand for lumber plainly certain to arrive after the war. Every advance in lumber prices means an advance in stumpage values. Buy timber now!

*We can fit YOUR requirements.
Write to TIMBER HEADQUARTERS.*

James D. Sacey & Co.
INTERNATIONAL TIMBERLAND FACTORS
EST. IN 1880

CHICAGO
1750 McCormick Bldg.

SEATTLE
626 Henry Bldg.

NEW YORK
30 East 42d St.

approach even measurably their capacity in the output. Consequently, there is small chance that congestion will result. The exporters are still where they have been during the last eighteen months. Shipments are blocked for lack of vessels and also because of the British regulations which keep out all but certain imports that are imperatively needed for war purposes. Some of the exporters, however, begin to see a possibility that the bars will be let down, and are getting matters in shape so that they can take care of the demand when it sets in.

< COLUMBUS >

Hardwood trade has been fairly active in central Ohio territory during the past fortnight. Buying on the part of the factory trade is the best feature at this time. Some buying by retailers is reported, but the policy of dealers is to buy only for the present and not to stock up to any extent. The tone of the market is generally good and prospects are considered bright. Price levels are fairly well maintained in every section.

Factory buying is along the line of implement, vehicle, box and furniture concerns. The furniture trade, having had a fairly good midsummer show, is preparing for considerable manufacturing during the fall. Consequently it is in the market for certain hardwoods and buying is mostly for immediate delivery. Box factories are exceedingly busy and lower grade hardwoods are required in larger quantities. Taking it all in all, the factory trade is very satisfactory.

Retailers are playing a "waiting game" in many respects. Dealers' stocks are fairly good and since building operations are quiet, there is no disposition to buy to any extent for the future. Some of the rural dealers are buying for farm purposes. Lower grades are in best demand at present. Collections are reported good in all sections.

Plain and quartered oak is in good demand. Poplar is steady and the lower grades are especially strong. Prices are unchanged from the previous fortnight. Chestnut is strong and the same is true of ash and basswood. Other hardwoods are firm.

< CLEVELAND >

The hardwood market shows a decidedly weak tone in spite of the fact that many requirements are hard to secure. The midsummer building depression is said to be largely responsible. As a matter of fact the market has to depend largely on the needs of the manufacturers, and this demand is not so strong as it might be, for the simple reason that with the market weak and likely to decline no one is coming into the market except for his immediate requirements. Buying will be rather heavy just as soon as building takes on a decided activity. The industrial needs in hardwood are sufficient to keep a number of the grades at a firm figure. Practically the only building requirement in demand is oak and maple flooring. This condition is but a continuation of a condition which has existed for many weeks. Finishing oak other than oak flooring is facing a slightly weakened market. Ash has shown a similar falling off in spite of the fact that both these woods are required for the manufacture of motor truck bodies, many of which are under way in Cleveland plants.

Among the woods a little stronger than the average are elm, birch and gum, the latter used largely for manufacturing purposes, but also to an increasing degree for finishing.

Shipping conditions are serious although not nearly so bad as last winter. No improvement is expected, as the government requirements for moving troops, coal and iron, as well as the cotton and food crops, with the privilege of priority of shipments, is expected to tax the transportation systems of the country.

< EVANSVILLE >

The lumber manufacturers of Evansville and southern Indiana say that while trade has not been booming, it has been very good for this time of the year. Manufacturers report logs coming in better than they were a month ago, but the prices are higher than they were last year. Lumber prices are holding firm and are tending upward. The fact that the federal government is buying up large quantities of lumber has greatly stimulated the trade in this section. The local manufacturers find a strong demand for gum, oak and ash as well as No. 2 beech. They have sold a great deal to the government. The demand for the lower grades of poplar continues good, and maple, elm and hickory are strong. Manufacturers of trucks are busy and have been in the market lately for a great deal of lumber. Most all of the wood consuming plants in Evansville and at Owensboro, Ky.; Henderson, Ky.; Tell City and Jasper, Ind., are being operated on steady time and the outlook for fall and winter business is promising. The furniture factories in Evansville have missed but few days running since the first of the year, and unless labor shortage interferes it is expected these factories will continue to run on full time the balance of the year. The factories have been large buyers of gum all season. Wagon and buggy factories are also busy. Box factories and veneer plants are running on full time and spoke and hub manufacturers are as busy, if not busier, than they were this time last year. Taken as a whole, the manufacturers say the outlook is all right and that in spite of the war, business is going right ahead. Building operations have not been so active as last year, although sash and door men and planing mill owners say they have done a good business most of the season.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

< INDIANAPOLIS >

Consuming plants are providing by far the greater part of the present demand for hardwoods. Building operations remain inactive as far as the lumber trade is concerned, although there is considerable work under construction in the way of additions to manufacturing plants. Despite the unfavorable building situation, however, a fairly heavy demand exists for the higher grades of hardwoods.

Furniture industries are making persistent calls for oak and red gum, the demand for the latter being unusually strong. Both plain and quartered oak is moving rapidly into the reserve stocks of furniture plants, which report a fair volume of business already booked for the fall trade. Walnut continues to be in good demand among the manufacturers of high-grade furniture. Poplar has been moving well and continues to have a good call. There has been an advance in the price of hickory, due to the excessive demands. Other prices are high and are remaining about stationary.

Farm machinery, implement and vehicle manufacturers are making optimistic reports concerning 1918 orders, indicating that the demand for their products will be heavy, despite greatly increased prices. Box manufacturers are unusually busy. There is a continued falling off in sash and door demand.

The retail and wholesale trades predict serious car shortage conditions in the near future. These predictions are based on the expected heavy government demand for cars and for the regular fall demand for rolling stocks for grain movements.

< LOUISVILLE >

Conditions in the local hardwood market are far more satisfactory than had been expected by the local hardwood trade, and most of the local operators can see nothing but a steady run of orders this fall, with prices strong and advancing. Everyone is endeavoring to figure out just what the shipbuilding and government demand for hardwood is going to mean to the local trade. The demand from the furniture and woodworking trade is strong. Collections are improving, and the labor situation is not quite so severe as it has been, although still far from satisfactory. Most concerns are getting a fair percentage of cars, and are making steady shipments, much of which is on old orders. The demand continues steady and strong for thick stocks of oak, ash, elm, hickory, gum, etc., while poplar is moving freely enough, and cypress and cottonwood are scarce. Walnut and mahogany are strong in price and steady in demand, the walnut demand from the furniture, piano and cabinet trade having been greater than expected, while mahogany manufacturers are being offered all the business they can handle. Veneer manufacturers are being held back somewhat by the labor shortage, but orders are coming fast, and the outlook is all that could be asked. Interior trim and hardwood flooring are dragging, and a general building boom is needed to start things humming in these lines. Such a boom is now in sight, and is expected to materialize this fall.

< ST. LOUIS >

The hardwood situation has not shown much change. The demand can be called seasonable and comes from all sections of this territory. The implement trade and other lines using hardwood are coming in with a satisfactory volume of orders. High-grade oak is called for quite freely, there being a fair request for both plain and quartered. Ash, elm and cottonwood as well as hickory are being called for better than they were a short time ago. Choice red gum is in particularly good request. The call for gum and cottonwood for the making of boxes is a leading feature in the market. Prices on all items of hardwood continue firm and unchanged. The outlook for the future is encouraging. There is every indication that there will be considerable activity soon, and prices are good to go stronger.

< MILWAUKEE >

It is considered almost a foregone conclusion that all of the hardwood lumber produced in the north during the coming six months, and possibly a year, will not want for consumers. The demand for all kinds of wood is broadening every day, and with prospects of restricted operations in woods and mills from now on, due to labor shortage, it is generally felt that not too much lumber can be produced for a long time to come. The demand comes from an unusually wide variety of sources, and it is a fact that whenever requirements from a particular line show a falling off, the gap immediately is filled from another direction.

Government requirements of lumber have by no means been confined to the soft woods. Federal buying in recent weeks has taken a large amount of hardwoods for various purposes. In addition, it is noted that a large number of furniture factories throughout the state and nation are working on government contracts for desks, chairs and other highly finished equipment. The same factories also report that private orders are piling up since federal business gets the first call, and they will be operating steadily at the present high capacity for months after government requirements are filled.

The State Council of Defense has just issued an announcement urging the use of wood as fuel, in view of the existing coal shortage in Wisconsin and the extreme likelihood of a dire shortage of coal supplies during the coming winter. It is stated that this is a matter of necessity rather than choice.

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience
IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

Plain & Qtd. Red & White

OAK
AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE MR RIGHT
OAK FLOORING

We have 35,000,000 feet dry stock—all of
our own manufacture, from our own tim-
ber grown in Eastern Kentucky.

P R O M P T S H I P M E N T S

**The MOWBRAY
& ROBINSON CO.**

(INCORPORATED)

CINCINNATI, OHIO

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

CLASSIFIED ADVERTISEMENTS

Advertisements will be inserted in this section at the following rates:

For one insertion.....25c a line
For two insertions.....40c a line
For three insertions.....55c a line
For four insertions.....65c a line

Eight words of ordinary length make one line.
Heading counts as two lines.
No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYEES WANTED

WANTED FACTORY

Superintendent for rotary gum mill in Memphis. Must be experienced and able to economically handle all work from lathe to car. Must be efficient with colored labor. State full particulars in first letter. Address, "BOX 86," care Hardwood Record.

WANTED

Experienced lumber inspectors. Those familiar with mahogany preferred. Address, "BOX 85," care Hardwood Record.

WANTED—FILER

for hardwood flooring plant and general planing mill using band rip and resaws, also small circular saws. Want man who can fit up side heads, etc. Permanent to right party. Good location. Address "BOX 89," care Hardwood Record.

EMPLOYMENT WANTED

WANTED—POSITION AS MANAGER

Of Hardwood lumber operation. 20 years' experience. Have been successful with my own mills and as buyer and seller in wholesale hardwoods. Address "BOX 82," care HARDWOOD RECORD.

LOGS WANTED

WANTED—BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

4860 ACRES FINE HARDWOOD

Land for sale. Borders Tombigbee River, navigable the year round, 1½ to 3 miles L. and N. R. R. Timber Oak, Gum, Ash, Cypress, Elm, Beech and some Pine. Fine location for hardwood mill. Other tract borders. Land is very fertile and productive. Price \$75,000; ½ cash. I will sell timber without land, price \$45,000 cash; 12 years to remove. Middleman need not answer. G. B. EVINGTON, OWNER, Oak Chla, Ala.

1280 ACRES

black land 1¾ miles railroad to million feet oak; land worth \$40, with timber off, price \$20. M. C. WADE, Texarkana, Ark.

FOR SALE

Twenty thousand acres of timberlands in Desha County, Ark.; a fine opportunity for mill owners to secure future supplies. For particulars address, A. MAAS & CO., Memphis, Tenn., sole agents.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,

Forest Engineer,

East Tennessee Bank Bldg.,

Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanbern & Gearhart,

Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. Lauderburn, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

WANTED—CRATING STRIPS

6/4x2", also 3", also 4" also 6", Crating Strips. 5/4x3", also 4", also 6" Crating Strips. Band Resawn, Rough; either Yellow Pine, Poplar, Basswood, Gum or Tupelo.

Will want solid cars each width; can take one to five cars each width for immediate shipment.

Quote cash price delivered Pittsburgh, Pa., rate. AMERICAN LUMBER & MFG. CO.,

Pittsburgh, Pa.

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.

Equitable Bldg., Wilmington, Del.

WANTED BLACK WALNUT

1" thick, 1x8" and up wide by 8' and over long in 1 & 2s also selects. In lots of 500 ft. or more. Pay cash. E. L. EDWARDS LBR. CO., Dayton, O.

6/4" LOCUST

Good log run, made from thrifty timber. Must be black or yellow; cannot use honey locust. Large quantity probably required. May be shipped green. Quote lowest price, delivered Cincinnati. Address, "BOX 88," care Hardwood Record.

WANTED—WHITE ASH

1" to 4" in thickness, all grades. Will pay cash and inspect at mill.

BUFFALO HARDWOOD LUMBER CO.,

940 Seneca St.,

Buffalo, N. Y.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

WANTED—OAK, ASH & HICKORY

1½, 2, 2½, 3 & 4" Indiana, Ohio or Michigan preferred. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

WANTED

300 M feet 4/4" S. W. Chestnut
200 M feet 5/4" S. W. Chestnut
150 M feet 6/4" S. W. Chestnut
1,000,000 feet 4/4" No. 2 Com. Birch
50 carloads Birch, Beech, or Hard Maple, sound stock, S2S to 3/4" and cut 22¼" long.
Address "BOX 80," care HARDWOOD RECORD.

LUMBER FOR SALE

FOR SALE—BIRCH.

2 cars 10/4 No. 1 Com. & Bet.
2 cars 12/4 No. 1 Com. & Bet.
5 cars 5/4 No. 1 Com. & Bet.
5 cars 4/4 No. 1 Com. & Bet.

Send us your inquiries.

BUFFALO HARDWOOD LUMBER CO.,

940 Seneca St.,

Buffalo, N. Y.

KENTUCKY SOFT TEXTURED STOCK

Manufactured by

Lenox Saw Mill Co., Lenox, Ky.,

for quick shipment

Kentucky Soft Yellow Poplar

4000' 4/4 Panel Poplar 18" & up
24000' 4 4 FAS
6000' 4/4 7 to 12" Sap
15000' 4/4 #1 Com.
6000' 4/4 #1 Com. & Better 2½" to 5½" Strips
24000' 4/4 #2 Com.
28000' 4/4 #3 Com.
2500' 8/4 #2 & #3 Com.
Chestnut

18000' 4 4 SW

6000' 4/4 #4 Com.

Kentucky Soft White Oak

6000' 4/4 FAS Quartered

18000' 4/4 FAS Plain

16000' 4/4 Select Plain

12000' 4/4 #1 Com. Quartered

12000' 4/4 #2 Com. Quartered

22000' 4/4 #1 Com. Plain

12000' 4/4 Clear Face Quartered Oak Strips 3½" to 5½"

Kentucky Soft Red Oak

6000' 4/4 FAS

6000' 4/4 #1 Com.

6000' 4/4 #2 Com.

18000' 4/4 Core Stock

16000' 4/4 #4 Com.

For prices write

Exclusive Selling Agents,

AMERICAN LUMBER & MFG. CO.,

Pittsburgh, Pa.

Timberland Loans

Loans to lumbermen or timber owners negotiated with the precision of practice which results from 37 years experience.

Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES D. LACEY
TIMBER CO.

332 South Michigan Avenue, Chicago

FOR SALE—WALNUT

Nearly car walnut gunstocks.

GERALD M. DREW, trustee, Omaha, Neb.

DIMENSION STOCK FOR SALE**FOR SALE.**

1 car 2x2—40" clear dry Gum, Oak & Ash, 50% Gum with 25% 2½x2½—40".

1 car 2x2—28, 30 & 32" Clr. dry Ash with some 2½x2½'s, mostly 32's.

2 cars 8 4 FAS dry Sap Gum

1 car 6 4 No. 1 Com Red Gum

2 cars 4 4 No. 1 Com. Sap Gum

2 cars 4 4 FAS dry Sap Gum

2 cars 8 4 No. 2 Com. Sap Gum

Well manufactured, good widths and lengths, immediate shipment. Write or wire for prices.

THE PROBST LUMBER COMPANY,
Cincinnati, O.**TIMBER FOR SALE****FOR SALE—1800 ACRES**

Gum and Oak timber in Arkansas; \$20 per acre. Four miles from railroad, with logging road from timber to railroad. Good location for mill. Good place to buy logs, and splendid opportunity for anyone wanting timber.

Also 4500 acres (largely oak) in Tennessee; \$10 per acre. This is a big bargain.

Address "BOX 75," care HARDWOOD RECORD.

DIMENSION STOCK WANTED**WANTED—CLEAR OAK DIMENSION**

1½", 1¾", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

WANTED—BIRCH SQUARES

2 cars 2"x2"x23" clear. Quote price delivered here.

THOMAS ORGAN & PIANO CO.,
Woodstock, Ont., Can.**veneers FOR SALE****FOR SALE**

1 car Quartered White Oak Veneer backing boards 1" to 3" thick.

W. T. THOMPSON VENEER CO.,
Edinburgh, Ind.**MISCELLANEOUS****HARDWOOD SAWDUST WANTED**

We are open for all kinds of dry hardwood sawdust; we buy in carload lots. NATIONAL SAWDUST CO., 102 North 1st Street, Brooklyn, N. Y.

MACHINERY FOR SALE**FOR SALE**

One 80 H. P. 60"x16" stationary tubular boiler with smokestack. One 14"x18" throttle engine, 100 H. P. The above made by Chandler-Taylor. Used for only about 10 months and in excellent condition. The above offered for one thousand dollars, net cash f. o. b. car Logansport, Ind., subject to prior sale. Address, "BOX 87," care Hardwood Record.

BUSINESS OPPORTUNITIES**FOR SALE**

Plant of Omaha Wood Turning Company completely equipped. Quick action demanded.

GERALD M. DREW, Trustee,
Omaha.**WISCONSIN & NORTHERN R. R.**

solicits correspondence with responsible lumbering firms who are looking for a sawmill location. Territory carries enough virgin timber to supply mills for several years. Choice sites; good logging conditions. For particulars write,

HARRY PETERSON,
Industrial Dept., Wis. & Nor. R. R. Oshkosh, Wis**HARDWOODS FOR SALE****LUMBER****ASH**

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 2 C. white, 8/4, usual width and lgth., 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 5/4"; COM. & BTR., black 4/4. HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

FAS 6/4", 10" & up, all lgths., 10 mos dry; FAS 6/4", 6" & up, all lgths., 10 mos. dry; NO. 1 C. 10/4" & 12/4", 4" & up, all lgths., 10 mos. dry; NO. 2 C. 8/4", 4" & up, all lgths., 10 mos. dry; CLEAR STRIPS 4/4", 3" & up, all lgths., 10 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

SEL. COM. & FAS 5/4" & 16/4", 10" & up; NO. 2 C. 10/4", 12/4" & 16/4", 3" & up. REIL-KADEL LUMBER CO., Memphis, Tenn.

NO. 1 C. ½". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 C. ¾", reg. width & lgth., bone dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

FAS, brown, 4/4", 6" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

BASSWOOD

FAS 6/4", NO. 2 C. 5/4 & 6/4. BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 10/4", mostly 5 to 7" wide, usual lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR. 4/4", 10-12'; NO. 1 C. & BTR. 5/4"; NO. 1 C. 4/4 & 5/4"; NO. 2 C. 5/4"; NO. 2 C. 6/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

BEECH

NO. 1 C. 4/4", 1 yr. dry. ELIAS & BRO., Buffalo, N. Y.

BIRCH

FAS 10/4" & 12/4"; NO. 1 C. 5/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

1 & 2 FACE STRIPS 4/4"; 4-5"; NO. 1 C., unsel., 4/4, 6/4 & 8/4"; NO. 2 C., unsel., 4/4"; FAS, unsel., 6/4 & 8/4"; NO. 1 & NO. 2 5/4"; FAS, sel. red., 4/4 & 8/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

CEDAR

COM. & BTR., Tenn. red, 4/4", extra wide and nice lgths., fine for yd. stock. GEO. C. BROWN & CO., Memphis, Tenn.

RED 4 4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

CHERRY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/4"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

LOG RUN 4/4". J. V. STIMSON, Huntingburg, Ind.

CHESTNUT

FAS & NO. 1 C. both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4 to 8/4", usual width and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4" to 8/4", 6" & up, std. lgth., 18 mos. dry. YEAGER LUMBER CO., INC., Buffalo, N. Y.

COTTONWOOD

FAS 4/4", 6-10", COM. 4/4". GAYOSO LUMBER CO., Memphis, Tenn.

FAS 5/4" & 8/4", reg. width & lgth., 6 mos. dry; NO. 1 C. 5/4" & 8/4", reg. width & lgth., 6 mos. dry. THREE STATES LUMBER CO., Memphis, Tenn.

CYPRESS

SHOP & BTR. 4/4" & 8/4"; NO. 1 C. & NO. 2 C., both 4/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

SHOP & BTR. 4/4" to 12/4", std. width & lgth., 18 mos. dry. YEAGER LUMBER CO., INC., Buffalo, N. Y.

ELM—SOFT

LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

FAS 12/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 8/4" & 12/4", reg. width & lgth., 5 mos. dry. COULSON LUMBER CO., Memphis, Tenn.

LOG RUN 12/4", reg. width., 50% 14-16", thoroughly air dried. R. J. DARNELL, INC., Memphis, Tenn.

NO. 1 C. 6/4", 2 yrs. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 1 & 2 C. 4/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

NO. 2 C. & BTR. 12/4". RIEL-KADEL LUMBER CO., Memphis, Tenn.

NO. 2 C. & BTR. 12/4". RUSSE & BURGESS, INC., Memphis, Tenn.

LOG RUN 12/4". J. V. STIMSON, Huntingburg, Ind.

LOG RUN 4/4, 10/4 & 12/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

LOG RUN 8/4", reg. width & lgth., green. SWAIN-ROACH LUMBER CO., Seymour, Ind.

LOG RUN 12/4", reg. width & lgth., 9 mos.

dry. THREE STATES LUMBER CO., Memphis, Tenn.

GUM—SAP

FAS, NO. 1 C. & NO. 2 C., all 4/4"; SEL. NO. 1 C. 4/4", 12" & up. ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 2 & 3 C. 4/4" & 6/4". GEO. C. BROWN & CO., Memphis, Tenn.

FAS & NO. 1 C., both 4/4" & 5/4", reg. width & lgth., 5 mos. dry. COULSON LUMBER CO., Memphis, Tenn.

FAS, QTD., 6-4", reg. width., 50% 14-16", thoroughly air-dried. R. J. DARNELL, INC., Memphis, Tenn.

NO. 1 C. ¾", reg. width & lgth., dry. PEN-ROD, JORDEN & McCOWEN, Memphis, Tenn.

FAS 5/4"; FAS 5/4", 15" & up. RUSSE & BURGESS, INC., Memphis, Tenn.

BOX BOARDS, 4/4", 13-17" & 8-12", reg. lgth., 3 to 6 mos. dry; FAS 4/4", 6" & up, reg. lgth., 9 mos. dry; FAS 5/4" & 6/4", reg. width & lgth., 5 mos. dry; NO. 1 C. 4/4" & 6/4", reg. width & lgth., 9 mos. dry. THREE STATES LUMBER CO., Memphis, Tenn.

GUM—PLAIN RED

NO. 1 C. 5/4"; NO. 2 C. 8/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

FAS ½", reg. width., 50% 14-16", thoroughly air-dried; FAS ½", 14" and up, 50% 14-16", thoroughly air-dried. R. J. DARNELL, INC., Memphis, Tenn.

COM. & BTR., 6/4", reg. width & lgth., 4 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

LOG RUN 4/4", unsel. stock. J. V. STIMSON, Huntingburg, Ind.

FAS 4/4", reg. width & lgth., 3 mos. & over dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

GUM—QUARTERED RED

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

COM. & BTR., 4/4". GEO. C. BROWN & CO., Memphis, Tenn.

NO. 1 C. & FAS, both 8/4", reg. width & lgth. COULSON LUMBER CO., Memphis, Tenn.

NO. 1 C. 4/4", reg. width., 50% 14-16", thoroughly air-dried. R. J. DARNELL, INC., Memphis, Tenn.

COM. & BTR. 6/4", reg. width & lgth., 4 mos. dry. FERGUSON & PALMER, Memphis, Tenn.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

HARDWOODS FOR SALE

COM. & BTR. 8/4". GAYOSO LUMBER CO., Memphis, Tenn.

COM. & BTR. 4/4", ran. wdth. & lgth., 8-12 mos. dry, sliced boards highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 4/4"; FAS 8/4". PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS & NO. 1 C. FIG., both 4/4"; NO. 1 C. 10/4". RUSSE & BURGESS, INC., Memphis, Tenn.

LOG RUN 4/4"; LOG RUN, yellow, 4/4". J. V. STIMSON, Huntingburg, Ind.

FAS FIG. 4/4", STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR. 8/4". THREE STATES LUMBER CO., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 2 C. 4/4" to 10/4", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS 10/4" & 12/4". GAYOSO LUMBER CO., Memphis, Tenn.

NO. 1 C. 4/4" to 16/4", std. wdth. & lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

LOG RUN 4/4", reg. wdth. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON - MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

FAS, NO. 1 C. & NO. 2 C. 4/4", good wdths., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR. 4/4 & 5/4", usual wdth. and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 COM. & BTR. 4/4 & 5/4", good wdths. & lgths.; NO. 2 C. & BTR. 8/4", good wdths. & lgths. KERRY & HANSON FLOORING CO., Grayling, Mich.

NO. 1 C. 4/4", 5/4", 6/4", 8/4", 10/4" & 12/4"; NO. 1 C. QTD. 5/4". W. O. KING & CO., Chicago, Ill.

NO. 1 & BTR. 6/4 & 8/4"; NO. 2 C. 8/4"; NO. 3 C. 7/4". MASON-DONALDSON LBR. CO., Rhineclander, Wis.

LOG RUN 12/4", reg. wdth. & lgth., 2 mos. dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS 6/4" & 8/4". J. V. STIMSON, Huntingburg, Ind.

LOG RUN 12/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

MAPLE—SOFT

NO. 2 C. 4/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 2 C. & BTR., 8/4" to 16/4", free from worms. RIEL-KADEL LUMBER CO., Memphis, Tenn.

LOG RUN 10/4", reg. wdth. & lgth., 1 to 6 mos. dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

OAK—PLAIN RED

CORE & NO. 4 C. 4/4", reg. wdth. & lgth., 6 mos. dry, Ky. soft texture. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

FAS 4/4", good wdths., 14-16", 2 yrs. dry; NO. 1 C. 3/4", good wdths., 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 10/4", usual wdth. and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 & 2 C. 4/4"; NO. 1 C. 5/4". GEO. C. BROWN & CO., Memphis, Tenn.

NO. 1 C. 4/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS 5/4" & 6/4", wide stock, reg. lgth., 6 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 4/4" & 5/4"; COM. 5/4" & 8/4". GAYOSO LUMBER CO., Memphis, Tenn.

FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.

FAS 4/4", 6" & up, all lgths., 10 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS, NO. 1 C. & NO. 2 C., all 4/4", reg. wdth. & lgth., dry; COM. & BTR., 5/4", reg.

wdth. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS & NO. 1 C. 4/4". J. V. STIMSON, Huntingburg, Ind.

FAS & NO. 1 C. 4/4", 5/4" & 6/4", reg. wdth. & lgth., 9 mos. dry. THREE STATES LUMBER CO., Memphis, Tenn.

NO. 1 C. & NO. 2 C. 3/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 4/4" to 16/4", std. wdth. & lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

FAS & NO. 1 C. 4/4". J. V. STIMSON, Huntingburg, Ind.

NO. 1 C. & BTR. 4/4", reg. wdth. & lgth., dry. SWAIN ROACH LUMBER CO., Seymour, Ind.

OAK—PLAIN WHITE

FAS, NO. 1 C. & NO. 2 C., all 4/4", reg. wdth. & lgth., 6 mos. dry, Ky. soft texture. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 12/4", usual wdth. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 4/4"; NO. 1 C. 5/4". GEO. C. BROWN & CO., Memphis, Tenn.

NO. 1 C. 1/2", reg. wdth., 50% 14-16", thoroughly air-dried. R. J. DARNELL, INC., Memphis, Tenn.

NO. 1 C. 8/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS 4/4", 6" and up, all lgths., 1 yr. dry; FAS 10/4", 12/4" & 16/4", 10" and up, all lgths., 3 mos. dry; SD. WORMY 4/4" & 8/4", 4" & up, all lgths., 8 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS 4/4", good wdths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS, NO. 1 C. & NO. 2 C., all 4/4", reg. wdth. & lgth., dry; COM. & BTR. 5/4", reg. wdth. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS & NO. 1 C. 5/4". J. V. STIMSON, Huntingburg, Ind.

NO. 1 C. & BTR. 4/4" to 6x6, std. wdth. & lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

FAS & NO. 1 C. 4/4", reg. wdth. & lgth., 6 mos. dry, Ky. soft; CLEAR STRIPS 1 1/2", 2 1/2"-5 1/2", reg. lgth., 6 mos. dry, Ky. soft stock. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

FAS 3/4", 6" & up, 50% 14-16", thoroughly air-dried; NO. 1 C., reg. wdth., 50% 14-16", thoroughly air-dried. R. J. DARNELL, INC., Memphis, Tenn.

SEL. 4/4", reg. wdth. & lgth., 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS & CO., Ft. Wayne, Ind.

FAS 4/4", reg. wdth. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. wdth. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

CLEAR STRIPS 5/4", 3" & up, all lgths., 1 yr. dry; FAS 5/4", 6" & up, all lgths., 1 yr. dry; FAS 5/4", 10" & up, all lgths., 1 yr. dry; NO. 1 C. 5/4", 4" & up, 1 yr. dry. THE MOWBRAY-ROBINSON CO., Cincinnati, Ohio.

FAS & NO. 1 C. 4/4", reg. wdth. & lgth., dry; COM. STRIPS 4/4", 2-3 1/2", dry; CLEAR STRIPS 4/4", 2-5 1/2", dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS & NO. 1 C. 4/4", 5/4" & 6/4"; CLEAR STRIPS 4/4", 2 1/2"-3 1/2", 2 1/2"-4 1/2", 5" & 5 1/2"; NO. 1 C. 4/4", 2-4". J. V. STIMSON, Huntingburg, Ind.

NO. 1 C. 4/4"; NO. 1 C. STRIPS 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

FAS 4/4", reg. wdth. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 1 C. & BTR. 4/4"; CLEAR STRIPS 4/4", 2-5 1/2". W. R. WILLETT LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 4/4" to 12/4", std. wdth. & lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—MISCELLANEOUS

SSE 10" & 12"x10" & 12", 10-16', green. SSE, red and white, 12/4", 6" & wider, 10-16',

green. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.

CROSSING PLANK, mixed, 12/4", 8-12", 12' & 14', 2 years dry. FERGUSON & PALMER CO., Memphis, Tenn.

NO. 2 C., 8/4", reg. wdth. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

SD. WORMY, pl. & qtd. white, 4/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16', 6 mos. dry, largely 14" & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

NO. 1 C. 6/4", good wdths. 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS 4/4", 6" & wider, 8-16", 6 mos. dry, Ky. soft yellow; NO. 1 C., NO. 2 C. & NO. 3 C., all 4/4", reg. wdth. & lgth., 6 mos. dry, Ky. soft yellow stock. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

FAS 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

SAPS & SEL. 8/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. 6x6", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4", 7" & up, 50% 14 & 16", 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR., 5/8 & 4/4", ran. wdth. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C. 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C. 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

FAS 5/8". RUSSE & BURGESS, INC., Memphis, Tenn.

FAS 8/4". J. V. STIMSON, Huntingburg, Ind.

FAS 12/4", reg. wdth. & lgth., dry; CLEAR SAP, 4/4", reg. wdth. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 1 C. 5/4". W. R. WILLETT LUMBER CO., Louisville, Ky.

SYCAMORE

LOG RUN 4/4". J. V. STIMSON, Huntingburg, Ind.

LOG RUN 4/4"; LOG RUN, QTD., 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

WALNUT

NO. 2 C. 4/4", usual wdth. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. wdth. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 2 C. & NO. 2 C. & BTR. 4/4". J. V. STIMSON, Huntingburg, Ind.

LOG RUN 4/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

FLOORING—MAPLE

PRIME 13/16"x4", 1-1/16"x4"; FCTV. 1-5/16"x2 1/4", 1 1/8"x2 1/4"; CLEAR 1 1/8"x2 1/4"; NO. 1, 1 1/8"x2 1/4". KERRY-HANSON FLOORING CO., Grayling, Mich.

NO. 1, 3/4"x1 1/2"; NO. 1, 5/8"x1 1/2", 2" & 2 1/4"; CLEAR, 5/8"x1 1/2", 2" & 2 1/4". THE T. WILCE CO., Chicago, Ill.

OAK

SEL. RED 3/8x7/8" and 1 1/2"; SEL. WHITE 3/8x1 1/2" and 2"; SAPPY CLEAR QTD. R. or W. 3/8x1 1/2" and 2"; SEL. RED OR WHITE 13/16x1 1/2" and 2". THE T. WILCE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3/16" and 1/4", 20" wide, 60" long, kiln dried, rotary cut; FAS, QTD. FIG., 1/8", 6" & up, 12 to 16, kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

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ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS RED, 1/8", 6" & up, 12 to 16', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS, WHITE, 1/20", 1/16", 6" & up wide, 8' & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

RED & WHITE, all thicknesses, sawed.

HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

CLEAR 1/8", 12 to 16", 14', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD., cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING**GUM**

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS**BIRCH**

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

NORTHERN MANUFACTURERS

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.

VENEER AND SAWMILL, BIRCHWOOD, WIS.

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If you are a "price buyer" we probably cannot interest you.

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

HAVE FOLLOWING STOCK AT
IRON MOUNTAIN, CAR SHIPMENTS:

50 M 5/4 No. 1 & 2 Common MAPLE.
50 M 7/4 No. 1 Common & Better MAPLE.
50 M 8/4 No. 2 Common & Better MAPLE.
50 M 12/4 No. 3 Common MAPLE.

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Grayling, Michigan

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35 M feet 4 4 No. 3 C. Beech
34 M feet 6 4 No. 3 C. Beech
64 M feet 4 4 No. 2 C. & B. Birch
48 M feet 4 4 No. 3 C. Birch
52 M feet 8 4 No. 2 C. & B. Beech
150 M feet 8 4 No. 2 C. & B. Maple
50 M feet 5 4 No. 2 C. & B. Maple

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Manufacturers "IMPERIAL" Maple Flooring
East Jordan Michigan

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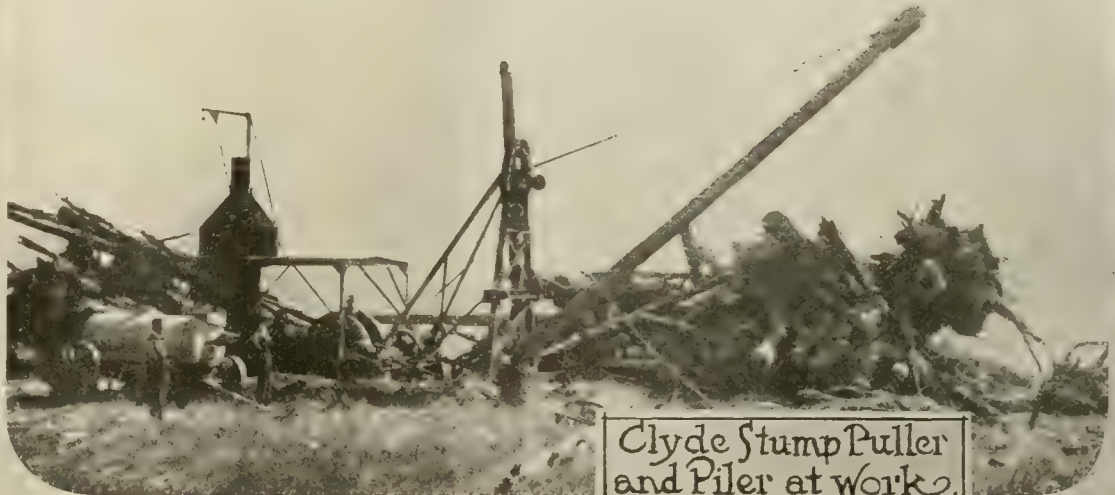
ENLIST YOUR IDLE ACRES!

Set your lazy land to work for the nation now when the nation needs every available acre!

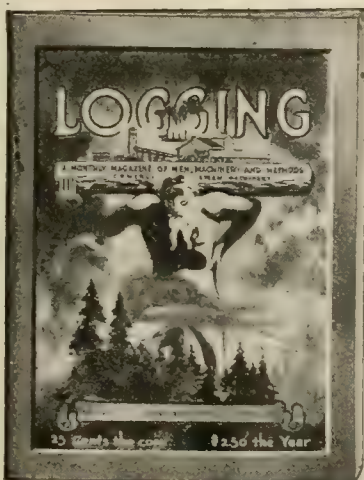
There's an interesting article in August

Logging

in which are some solid facts on the cost of quickly clearing land to help the "arm and 'spueze farm" prop-



A Clyde Stump-Puller Helping to Win the War



Send for a free copy of this August number, mentioning where you saw the offer, please.

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Timber, Millwork, Boxes, Maple and Oak Flooring
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Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK
940 Elk Street

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS
932 Elk Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

1 1/4" to 3" No. 1 Com. & Better Dry Birch
Hardwoods & Cedar Plain and Qrtd. Oak has
been our hobby for years
We want White Ash, all grades, 1 to 4" thick

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

Standard Hardwood Lumber Co. OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO.

Hardwoods

Ash and Elm

NIAGARA—CORNER ARTHUR

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

Concerning Our 60,000,000 Feet Production

WE HAVE emphasized our *ability* to give *service*. Just how far beyond that of the average operation does this ability require progress? The ratio reaches surprising proportions in an operation which has reached the point of expansion demanded by an annual cut of 60,000,000 feet of hardwoods. For any business must show constant growth or stagnation. Growth, then, of our institution means expanding in a measure which would represent a sizable business in itself.

This is in no way a boastful comparison but merely a frank effort to give a convincing impression of what 60,000,000 *feet* means. Please think of it as being more than a mere figure. It represents a history of human interest, of human effort, of persistent striving and planning towards the accomplishment of a definite hope.

That hope embodied the ambition to so well know our product and yours, our problems and yours, that sales built on deserved confidence would keep always ahead of any expansion in production. The accomplishment of that ambition, proven by our ability to market such an immense cut is itself proof that what we offer you as a buyer, not only in goods but in experience and service, could be used by you to your definite advantage. Have you some need through the serving of which we may earn from you also the privilege of sustained confidence and friendly business relations? If you have such unfilled wants, may we know them?

**SOUTHERN HARDWOODS, PANELS,
CROSS BANDING, CORE STOCK**

of

Golden Rule Quality

THE ANDERSON-TULLY COMPANY
—
MEMPHIS, TENNESSEE

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

Little Rock Lumber & Mfg. Co.

LITTLE ROCK, ARK.

IN THE

HEART of the finest HARDWOODS

Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

High Grade Plain and Qtd. White and Red Oak, Red Gum, Sap Gum, Cypress, Ash, Hickory, Holly, Elm, Maple, Qtd. Sycamore, Hackberry

WRITE FOR OUR LATEST STOCK SHEET

—Prompt Shipments of—
White and Red Oak Car Material

All Lumber Well Manufactured. Dependable Grading

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of

SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD		OAK	
3 cars 1" boxboards, 8" to 12"		5 cars 1" Fas. Plain Red	
4 cars 1 1/4" No. 1 common.		3 cars 1 1/4" Fas. Plain Red	
2 cars 1 1/2" Fas.		3 cars 1 1/2" Fas. Plain Red	
3 cars 2" Fas.		5 cars 1" No. 1 Com. Plain Red	
GUM		2 cars 1 1/4" No. 1 Com. Pl. Red	
5 cars 1" boxboards, 13" to 17"		1 car 1 1/2" No. 1 Com. Pl. Red	
5 cars 1" boxboards, 8" to 12"		ASH	
6 cars 1" Fas. Sap.		2 cars 1" Fas. White	
5 cars 1" No. 1 Com. Sap.		1 car 1 1/4" Fas. White	
5 cars 1 1/4" Fas. Sap.		3 cars 1" No. 1 Com. White	
2 cars 1" No. 1 Com. Red.		ELM	
1 car 1 1/4" Fas. Red.		2 cars 2" Log Run	
2 cars 1 1/4" No. 1 Com. Red.		1 car 2 1/2" Log Run	
2 cars 2" Fas. Quartered Red.		3 cars 3" Log Run	
1 car 2" No. 1 Com. Qtd. Red.			

ORDER NOW WHILE WE HAVE A SUPPLY OF EMPTY CARS. NEXT MONTH THE CROPS WILL BE MOVING AND CARS FOR LUMBER LOADING WILL BE SCARCE.



Goodyear Products

BIRCH		BASSWOOD	
Average widths and lengths		Average widths and lengths	
4'4 No. 3.....	8 mos. dry	3'4 No. 2 & btr.....	8 mos. dry
5'4 No. 3.....	4 mos. dry	MAPLE	
3'4 No. 3.....	8 mos. dry	Average widths and lengths	
5'8 No. 3.....	8 mos. dry	4'4 No. 2.....	4 mos. dry
		3'4 No. 2.....	8 mos. dry

It will be a special pleasure to show you our Birch and Maple. It is all in the upper grades and particularly high-class stock.

Our attention has been focused on the proper manufacture of this lumber, its careful grading and on being able to assure full thicknesses.

C.A. Goodyear Lumber Co.

McCormick Building

Chicago, Illinois

Mill located at Tomah, Wis.

Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, SEPTEMBER 10, 1917

Subscription \$2.
Single Copies, 15 Cents.

New Facilities Enable Us to Get Out Hitherto Inaccessible Fine Walnut Logs

We are putting out one-half million feet of very choice walnut logs at our Lawrence, Kansas, yards where this picture was taken.

The truck has proven so successful in helping us reach scattered trees that we will shortly put on several more. Note the exceptional quality the logs show. It is easy to keep supplied with this kind with a battery of trucks for hauling.

Just another mark of Penrod efficiency made possible by long years of experience and careful study.

Penrod Walnut & Veneer Co.
Kansas City, Missouri, U. S. A.

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—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C.	{ MILLS }	Porterwood, W. Va.
Jacksonville, N. C.		Wildell, W. Va.
Hertford, N. C.		Mill Creek, W. Va.

Willson Bros. Lumber Co.

MANUFACTURERS

MAIN OFFICE:

PITTSBURGH, PA.

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale-
sellers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Building

PHILADELPHIA

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{8}$ " x 2" No. 1 Maple Flooring
33 M. ft. $1\frac{1}{8}$ " x 2" Clear Maple Flooring

The Kneeland-Bigelow Company

Manufacturers of
Hardwood Lumber

BAY CITY MICHIGAN

"STEARNS" LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

COMMERCIAL KILN DRYING

Modern Kilns

We do a large amount of this
work and are in a position to quote
prices that will be satisfactory.

Wire or write us, or better
still, send along your ship-
ments of lumber for kiln
drying and they will be
taken care of.

WILLIAM HORNER
REED CITY, MICHIGAN

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

10,000,000 Ft. Capacity. "The Big Red Shed"

WILL HANDLE ANY ORDER



Air
Dried

Kiln
Dried

HARDWOODS

W. O. KING & COMPANY

2452 LOOMIS STREET, CHICAGO

"WE ARE GETTING RESULTS" WRITES ONE ADVERTISER

This Means That He Is Getting

NEW BUSINESS

Through His Ad

If we can do it for him is there any logical reason why we can't for you?

MAKE US PROVE IT

HARDWOOD RECORD, CHICAGO

SAVE YOUR MONEY BY USING THE

RED BOOK

Published semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association

Estab.
1878

608 So. Dearborn Street
CHICAGO

Mention This Paper

55 John Street
NEW YORK CITY

COUNTERFEIT CHECKS

are frequent except where our

Two Piece Geometrical Barter Coin is in use, then imitation isn't possible. Sample if you ask for it.

S. D. CHILDS & CO.

Chicago
We also make Time Checks, Stencils and Log Hammers



Utley-Holloway Company

General Offices, 111 W. Washington St.
Manufacturers

Oak, Ash, Cottonwood, Elm, Gum

CHICAGO, ILLINOIS

BAND MILLS
Helena, Arkansas—Kanoma, Arkansas

PREPAREDNESS

for coming good times will make you
SEND US YOUR INQUIRIES FOR

Our Specialties Oak, Gum, Cypress

CLARENCE BOYLE, Inc.

WHOLESALE LUMBER
LUMBER EXCHANGE BLDG.

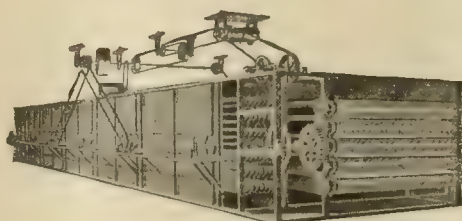
Yards at Forest, Miss. CHICAGO Band Saw Mill Wildsville, La.

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No checks or splits. Enormous output. Low labor cost.

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Salt Lick Lumber Co.

SALT LICK

KENTUCKY

MANUFACTURERS OF



Oak Flooring

Complete stock of 3/8" and 13/16" in all standard widths



*An invitation to
cozy good fellow-
ship that would be
killed by any other
wood than oak*

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*

ARE YOU PREPARED TO PROFIT FROM "THE NEW OAK"?

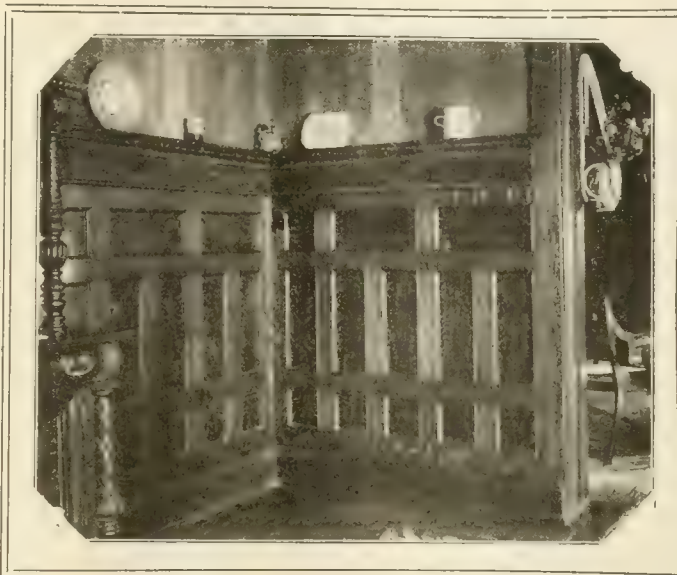
By TWENTIETH CENTURY OAK we mean oak goods in the manufacture and finish of which the unparalleled potentialities for beauty and versatility have been brought to light.

Oak presents a rare combination of true basic worth and adaptability to the unique—to finish and styles strictly a la mode. It hence offers to you as a seller of oak goods a rare opportunity to make good, hard dollars because the public as a whole is sold on oak's reliability and it is now being demonstrated that it will be completely sold on oak as a superb home beautifier.

Oak in its TWENTIETH CENTURY APPLICATION is backed by the leading oak manufacturers of the country who are standing behind you also in their campaign to tell the public at large what the real possibilities of this wonderful wood are. Do you know how directly the increased and more diversified use of oak would affect your business? You should post yourself now because the real results are just beginning to show.

WRITE NOW TO ANY MANUFACTURER ON THE OPPOSITE PAGE

*Twentieth Century
Oak Applied
in the Twentieth
Century Way*



*Beauty without
monotony, that can
be enjoyed because
it can be seen—
contrasts that blend*

DEPENDABLE DISTRIBUTORS OF OAK

ALABAMA

c—Cromwell Hardwood Lumber Co., Montgomery.

ARKANSAS

Bliss-Cook Oak Company, Blissville. (See page 44.)
Paepcke Leicht Lbr. Co., Blytheville and Helena. (See page 10-46.)
Crittenden Lumber Company, Crittenden.
c—J. V. Stimson Hardwood Company, Helena.
b—Little Rock Lumber & Manufacturing Company, Little Rock. (See page 13.)
Miller Lumber Company, Marianna.
Edgar Lumber Company, Wesson.

ILLINOIS

a, b, c—Dermott Land & Lbr. Co., Chicago.
Utley-Holloway Lumber Company, Conway Bldg., Chicago. (See page 5.)

INDIANA

Hoffman Brothers Company, Fort Wayne. (See page 14.)
c—Bedna Young Lumber Company, Greensburg.
Chas. H. Branaby, Greencastle. (See page 42.)
J. V. Stimson, Huntingburg. (See page 56.)
Wood-Mosaic Company, New Albany. (See page —.)
North Vernon Lumber Company, North Vernon.
C. & W. Kramer Company, Richmond.
Swain-Roach Lumber Company, Seymour. (See page 45.)
a, b, c—Fullerton-Powell Hardwood Lumber Company, South Bend.

KENTUCKY

a, b, c—Arlington Lumber Co., Arlington. (See page 40.)
b—Kentucky Lumber Company, Lexington.
W. F. Brown & Sons Lumber Co., Louisville. (See page —.)
Holly Ridge Lumber Company, Louisville.
Salt Lick Lumber Company, Salt Lick. (See page 5.)

LOUISIANA

The Ferd. Brenner Lumber Company, Alexandria.
Celfax Hardwood Lumber Company, Colfax.
b, c—The Hyde Lumber Company, Lake Providence.
b, c—Sabine River Lumber & Logging Company, Inc., Oakdale.
Climax Lumber Company, St. Landry.
Thistlethwaite Lumber Co., Ltd., Washington.
Mansfield Hardwood Lumber Company, Winnfield.

MISSISSIPPI

b—Alexander Bros., Bolzon.
b—Lamb-Fish Lumber Co., Charleston. (See page —.)
Paepcke Leicht Lumber Co., Greenville. (See page 10-46.)
Mississippi Lumber Company, Quitman.
b, c—Tallahatchie Lumber Company, Philipp.
Carrier Lumber & Manufacturing Company, Sardis.

MISSOURI

a, b, c—M. E. Leming Lumber Company, Cape Girardeau.
Long-Bell Lumber Company, Hdwd. Dept., Kansas City, Mo. (See page 44.)
a, b, c—Tachudy Lumber Company, Kansas City.
b, c—Galloway-Fease Co., Poplar Bluff.
Baker-Matthews Lumber Company, Sikeston, Sales Office, Chicago.
c—Arkla Lumber & Manufacturing Company, St. Louis.
J. A. Helmes Lumber Company, St. Louis.
a, b, c—Chas. F. Luehrmann Hardwood Lumber Co., St. Louis.

NORTH CAROLINA

a, b, c—Carr Lumber Company, Pisgah Forest.

OHIO

Yellow Poplar Lumber Company, Coal Grove.
a, b, c—W. M. Ritter Lumber Company, Columbus.
a—Barr-Holaday Lumber Company, Greenfield.

CINCINNATI

Bayou Land & Lumber Company.
C. Crane & Co. (See page 45.)
a, b—Duhlmeier Brothers & Co.
J. H. Mowbray & Robinson Company. (See page 42.)

PENNSYLVANIA

American Lumber & Manufacturing Company, Pittsburgh.
Babcock Lumber Company, Pittsburgh.

TENNESSEE

Williams Lumber Co., Fayetteville.
c—Bedna Young Lumber Company, Jackson.
Vestal Lumber & Manufacturing Company, Knoxville. (See page 8.)

MEMPHIS

J. H. Bonner & Sons. (See page 12.)
Goodlander-Robertson Lumber Company. (See page 12.)
Memphis Band Mill Company. (See page 10.)
c—J. V. Stimson Hardwood Company. (See page 11.)
J. W. Wheeler & Co. (See page 11.)

NASHVILLE

Davidson, Hicks & Greene Company.
Farris Hardwood Lumber Company.
Love, Boyd & Co.
John B. Ransom & Co.

TEXAS

Sabine Tram Company, Beaumont.

VIRGINIA

c—U. S. Spruce Lumber Company, Marion.

WEST VIRGINIA

b, c—The Alton Lumber Company, Buckhannon.
a, c—West Virginia Timber Company, Charleston.
Pardee & Curtin Lumber Company, Clarksburg.
Bluestone Land & Lumber Co., Gardner.
C. L. Ritter Lumber Company, Huntington.
Rockcastle Lumber Company, Huntington.
Clay Lumber Company, Middle Fork.
The Parkersburg Mill Company, Parkersburg.
a, b, c—The Meadow River Lumber Company, Rainelle.
b, c—Warn Lumber Corporation, Raywood.
American Column & Lumber Co., St. Albans.

WISCONSIN

a, c—Racine Lumber & Manufacturing Company, Racine.
a—Manufacturer of Implement Stock.
b—Manufacturer of Car Material.
c—Manufacturer of Factory Dimension.
Firms in Heavy Type Have Individual Ads on Pages Designated.

KNOXVILLE, Tennessee

Is at Your Service



IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

WALNUT

POPLAR

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO.....Marysville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY.....Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY....Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Vehicle Woods from Memphis District

Two distinct classes of wood are demanded by manufacturers of vehicles; strong and tough woods for wheels, poles, axles, hounds, and other parts of the running gear; and moderately light, fine-grained woods for bodies and panels. The strong woods in most demand are hickory, oak and ash; the fine-grained kinds are more numerous, but yellow poplar, red gum, cottonwood and tupelo are among the most important.

An examination of the forest resources of the Memphis district reveals the fact that these woods are abundant there, and that vehicle makers depend to a larger degree upon that region for material than upon any other single region of the country. Take hickory as an example. The whole sawmill production of this indispensable wood in the United States is placed at 86,000,000 feet per year. Of this amount certain southern states are credited as follows:

ARKANSAS	13,443,000 feet
TENNESSEE	11,933,000 feet
KENTUCKY	8,708,000 feet
MISSOURI	5,236,000 feet
LOUISIANA	3,770,000 feet
MISSISSIPPI	3,220,000 feet
ALABAMA	1,019,000 feet

Total47,329,000 feet

This leaves less than half of the hickory supply to come from all the rest of the country. That is, the seven states which are tributary to Memphis furnish more of this highly important vehicle than is furnished by the remaining twenty-six states which are credited in government reports with hickory production.

The showing is nearly the same with regard to ash, though the proportion supplied by the states named is not quite so high as in the case of hickory. However, these seven states, with Texas added, yield 74,000,000 feet of ash a year, while the output of this wood in the whole country is 159,000,000 feet.

[To be continued]

MEMPHIS



We Can Move To Your Order At Once

QTD WHITE OAK	PLAIN RED OAK
150,000' C. & B., 5/8"	75,000' C. & B., 5/8"
75,000' No. 1 C., 4 1/2"	100,000' C. & B., 5/4"
70,000' C. F. Strip, 3x5 1/2" wide, 1"	31,000' S. W., 5/4"
80,000' No. 1 C., 5/4"	30,000' FAS., 6 1/4"
150,000' C. & B., 6/4"	30,000' C. & B., 8/4"
70,000' No. 2 C., 8 1/4"	ELM
PLAIN WHITE OAK	300,000' L. R., 3"
130,000' C. & B., 8/4"	100,000' L. R., 10/4"
QTD. RED OAK	QTD GUM SAP NO DEFECT
30,000' C. & B., 3/4"	50,000' C. & B., 5/4"
50,000' No. 1 C., 4 1/2"	100,000' C. & B., 6/4"
100,000' C. & B., 5 1/2"	200,000' C. & B., 8/4"
15,000' No. 1 C., 8/4"	200,000' C. & B., 10/4"
	200,000' C. & B., 12/4"

MAY BROS.

All stock regular widths and lengths

QUARTERED WHITE OAK	20,000' 5/4, No. 1 Com., 6 mos.
15,000' 4/4, 1 & 2s, 12 mos.	12,000' 8/4, 1 & 2s, 8 mos.
10,000' 1 1/4, clear strips, 2 1/2 to 5 1/2	7,700' 8/4, No. 1 Com., 8 mos.
wide, reg. lgh., 12 mos. dry,	PLAIN RED OAK
bright sap, no defect.	48,500' 5 1/4, 1 & 2s, 6 mos.
11,700' 5 1/4, 1 & 2s, 12 mos.	57,200' 5/4, No. 1 Com., 6 mos.
6,300' 6/4, 1 & 2s, 8 mos.	22,500' 6/4, No. 1 Com., 6 mos.
1,200' 8/4, 1 & 2s, 12 mos.	18,200' 8/4, 1 & 2s, 8 mos.
QUARTERED RED OAK	CYPRESS
16,000' 4/4, No. 1 Com., 12 mos.	18,500' 4/4, No. 1 Shop, 3 mos.
5,400' 5/4, 1 & 2s, 8 mos.	90,000' 4/4, No. 1 Com., 3 mos.
2,300' 5/4, No. 1 Com., 8 mos.	25,300' 5/4, No. 1 Shop, 3 mos.
5,000' 6 1/4, 1 & 2s, 8 mos.	49,200' 5/4, No. 1 Com., 3 mos.
2,500' 6/4, No. 1 Com., 8 mos.	32,500' 8/4, No. 1 Shop, 3 mos.
PLAIN WHITE OAK	75,000' 8/4, No. 1 Com., 6 mos.
9,000' 5 1/4, 1 & 2s, 6 mos.	22,500' 3", No. 1 Shop & Bet., 3 mos.

F.T. DOOLEY LUMBER CO.

Regular widths and lengths

PLAIN WHITE OAK
2 cars 1 & 2s, 4/4", 6 mos.
QTD. WHITE OAK
4 cars Sel., 4 1/2", 12 mos.
PLAIN RED OAK
1 car 1 & 2s, 5/4", 12 mos.
2 cars 1 & 2s, 5 1/4", 6 mos.
1 car 1 & 2s, 6/4", 6 mos.
PLAIN RED AND WHITE
2 cars No. 3 Com., 4/4", 12 mos.
QTD. RED GUM
2 cars 1 & 2s, 6/4", 5 mos.

Ferguson & Palmer Co.

Regular widths and lengths

PLAIN RED GUM
2 cars 1 & 2s, 6/4", 5 mos.
HICKORY
1 car No. 2 Com. & Btr., 4 1/2", 4
mos.
1 car No. 2 Com. & Btr., 5 1/4" &
6 1/2", 4 mos.
ELM
10,000' No. 2 Com. & Btr., 4/4", 4
mos.
5,000' No. 2 Com. & Btr., 12 1/2", 4
mos.
MIXED OAK
1 car Crossing Plank, 12 1/2", 8 to
12", reg., 24 mos.

We have the following stock for immediate delivery:

WHITE ASH	30,000' No. 1 Com., 4/4x3" and up.
25,000' 1 & 2s, 1x6" and up.	15,000' No. 1 Com., 6/4x3" and up.
50,000' 1 & 2s, 5/4x6" and up.	15,000' No. 1 Com., 8/4x3" and up.
15,000' 1 & 2s, 6/4x6" and up.	5,000' No. 1 & 2 C., 10/4x3" and up.
35,000' 1 & 2s, 8/4x6" and up.	5,000' No. 1 & 2 C., 12/4x3" and up.
30,000' 1 & 2s, 12 1/2x6" and up.	5,000' No. 1 & 2 C., 16/4x3" and up.
25,000' 1 & 2s, 16/4x6" and up.	10,000' No. 2 Com., 6/4x3" and up.
10,000' No. 1 Com. & Btr., 3 1/2" x 7	18,000' No. 2 Com., 8/4x3" and up.
and up.	3,000' No. 1 & 2 Com., 20/4x4" and
10,000' 1 & 2s, 5/4x10 to 12".	up, bone dry.
8,000' 1 & 2s, 6/4x10 to 12".	SOFT ELM
12,000' 1 & 2s, 8/4x10 to 12".	50,000' No. 2 Com. & Btr., 3", dry,
5,000' 1 & 2s, 8/4x12" and up.	10%, 10/4".
8,000' 1 & 2s, 8 1/2x12" and up.	

We select White Ash any thickness for Aeroplane Requirements

Riel-Kadel Lumber Co.

We have the following stock in regular widths and lengths:

CYPRESS	QUARTERED RED GUM
FAS. 8 1/4", 6" & up wide, 80% 14	Com. & Btr. 5/4", 4" & up wide,
& 16" long, 8 mos. dry.	60% long.
Selects, 5 1/2", 6" & up wide, 80%	Com. & Btr. 4/4", 4" & up wide,
14 & 16" long, 8 mos. dry.	60% long, Qtd. Fig., 8 mos. dry.
Selects, 8 1/4", 6" & up wide, 60%	Com. & Btr. 4/4", 4" & up wide,
14 & 16" long, 8 mos. dry.	70% long, 6 mos. dry.
Shop, 4 1/2", 5" & up wide, 70% 14	Com. & Btr. 8/4", 4" & up wide,
& 16" long, 8 mos. dry.	70% long, 6 mos. dry.
ELM	SAP GUM
Com. & Btr. 6 1/4", 4" & up wide,	FAS 5/4, 14" & up wide, 70% long,
60% long, 6 mos. dry.	1 yr. dry.
Com. & Btr. 12 1/2", 4" & up, 60%	FAS 4/4, 13 to 17" wide, 70% long,
long, 10% No. 2 Com., 6 mos. dry.	10 mos. dry.
Com. & Btr. 16 1/4", 4" & up, 75%	No. 1 C. 4 1/4, 13 to 21" wide,
long, 10% No. 2 Com., 6 mos. dry.	70% long, 6 mos. dry.
No. 1 C. 3/4", 4" & up wide, 60%	No. 1 C. 4 1/4, 22" & up wide,
long, Plain, 1 yr. dry.	70% long, 6 mos. dry.
No. 2 C. 3/4", 4" & up wide, 60%	RED OAK
Com. & Btr. 8 1/4", 6" & up wide,	FAS 3/4", 6" & up wide, 85% long,
70% long, Plain, 10 mos. dry.	Qtd., 1 yr. dry.

ANDERSON-TULLY CO.

Recent Opinion From One of Our New Customers:

"We are going to beat your company in mind because our inspector advises that out of the million feet which the writer bought when in your community last month, of all the stock that has come through so far, yours has shown up the best."

Memphis Band Mill Co.

Oak Gum Cottonwood

Paepcke Leicht Lumber Co.

Head Offices: Conway Bldg.

Chicago

Elm

Ash

Maple

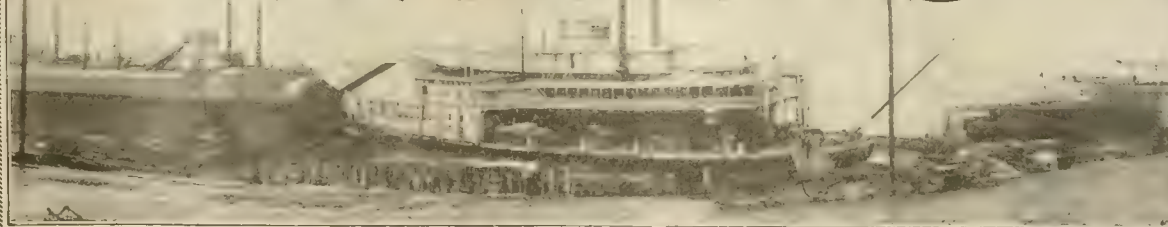
ASH

1 & 2s, 5" 12" and up, 8 1/2", 12 mos., 40%, 11" & 16"

100,000 Feet; Immediate Shipment.

JAMES E. STARK & CO.

MEMPHIS



Offer for Prompt Shipment

PLAIN RED OAK 90,000' FAS, 4/4" 175,000' FAS, 5/4" 400,000' C. & Btr., 8 4" 27,000' C. & Btr., 10/4" 87,000' C. & Btr., 12/4" 300,000' No. 1 Com., 5/4" 70,000' No. 1 Com., 6 4" PLAIN WHITE OAK 30,000' FAS, 4/4" 30,000' FAS, 6/4" 113,000' C. & Btr., 8 4" 15,000' C. & Btr., 10/4" 62,000' C. & Btr., 12/4" QTD. WHITE OAK 75,000' FAS, 4/4" 88,000' FAS, 5/4" 80,000' No. 1 Com., 5/4" 34,000' No. 1 Com., 6/4"	PLAIN RED GUM 90,000' C. & Btr., 4/4" 110,000' C. & Btr., 5/4" 150,000' C. & Btr., 6/4" QTD. RED GUM 200,000' C. & Btr., 8/4" PLAIN SAP GUM 500,000' C. & Btr., 6/4" 350,000' C. & Btr., 5/4" 80,000' C. & Btr., 3/4" QTD. SAP GUM 500,000' C. & Btr., 6/4" 700,000' C. & Btr., 8/4" MISCELLANEOUS 130,000' Com. Cotton, 4/4" 70,000' C. & Btr., Tupelo, 4/4" 250,000' L/R. Elm, 8/4" 65,000' M.C. Clear, 8 4"
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GAYOSO LUMBER CO.
BLAINE, MISS. BANDMILLS MEMPHIS, TENN.

All stock dry and regular width and length.

PLAIN WHITE OAK 20,000' 1 & 2s, 4/4" 50,000' No. 1 Com., 4/4" 75,000' No. 2 Com., 4/4" 20,000' No. 3 Com., 4/4"	QTD. WHITE OAK 30,000' 1 & 2s, 4/4" 140,000' No. 1 Com., 4/4" 38,000' Clear Strips, 4/4" 30,000' No. 1 Com., 4/4" ASH 15,000' No. 2 Com. & Btr., 4/4" QTD. RED GUM 12,000' No. 1 Com. & Btr., 8/4" RED AND WHITE OAK 46,000' Crossing Plank, 12/4"
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Penrod, Jurden & McCowen

SPECIAL, 1 Car 2 1/2" 1s & 2s Soft Ash, largely 12'

DRY ASH 1 car 1 & 2s, 1", 6/10", 14/16" 5 cars 1 & 2s, 1", 6/10", reg. lgths. 1 car 1 & 2s, 1" 10" & up, 14/16" 1 car 1 & 2s, 1", 12" & up, reg. lgths. 3 cars 1 & 2s, 1 1/4", 6 10", reg. lgths. 1 car 1 & 2s, 1 1/4", 10" & up, reg. lgths. 1 car 1 & 2s, 2", 10 12", 14 16" 5 cars 1 & 2s, 2", 6/10", reg. lgths. 1 car 1 & 2s, 2 1/2", 6 7", reg. lgths. 1 car 1 & 2s, 2 1/2", 11" & up, reg. lgths. 1 car 1 & 2s, 3", 12" & up, reg. lgths.	3 cars 1 & 2s, 4", 6" & up, reg. lgths. 2 cars 1 & 2s, 4", 12" & up, reg. lgths. 1 car Strips, 1", 2 1/2"/5 1/2", reg. lgths. 10 cars No. 1 C., 1", 3" & up, reg. lgths. 3 cars No. 1 C., 1 1/4", 3" & up, reg. lgths. 1 car No. 1 C., 1 1/2", 3" & up, reg. lgths. 3 cars No. 1 C., 2", 3" & up, reg. lgths. 1 car Shorts, 1 to 3", reg. widths and lgths. 1 car Strips, 2", 2 1/2"/5 1/2", reg. lgths.
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DUDLEY LUMBER CO., Inc.

The list below is ready for Prompt Shipment

QUARTERED WHITE OAK 1 & 2, 4/4, 35M' No. 1 Com., 3 8, 21M' No. 1 Com., 4 4, 75M' QUARTERED RED OAK No. 1 Com., 4 4, 50M' No. 2 Com., 4 4, 25M' PLAIN WHITE OAK No. 1 Com., 4/4, 30M' No. 2 Com., 4/4, 12M' PLAIN RED OAK 1 & 2, 4 4, 37M' 1 & 2, 5 4, 9M' No. 1 Com., 4 4, 90M' No. 1 Com., 5/4, 5M' ELM L/R, 12 4, 98M' COTTONWOOD 1 & 2, 4 4, 12M' No. 1 Com., 4 4, 50M'	ASH Com. & Bet., 10/4, 45M' Com. & Bet., 12/4, 35M' POPLAR L/R, 4/4, 28M' QUARTERED RED GUM 1 & 2, 4/4, 50M' 1 & 2, 8/4, 3M' Fig Wood, 1 & 2, 4/4, 17M' SAP GUM 1 & 2, 4 4, 70M' No. 1 Com., 4/4, 80M' No. 2 Com., 5/4, 80M' No. 3, 4/4, 56M' Box Bds., 1x9-12", 34M' Box Bds., 1x13-17", 25M' Panel, 1x18 & up, 50M' QUARTERED BLACK GUM L/R, 4/4, 43M' PLAIN BLACK GUM L/R, 4/4, 30M'
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Stimson Veneer & Lbr. Co.

The Following Items Are Ready for Prompt Shipment

QTD. WHITE OAK 2 cars 1 & 2s, 4/4" 7 cars No. 1 Com., 4/4" 2 cars Clear Strips, 4 4" 2 cars No. 1 Com., strips, 4 4" QTD. RED OAK 3 cars No. 1 & 2s, 4/4" 1 car No. 1 Com., 4 4" PLAIN WHITE OAK 1 car 1 & 2s, 4 4" 2 cars No. 1 Com., 4/4" PLAIN RED OAK 1 car 1 & 2s, 4 4" 3 cars No. 1 Com., 4/4" 2 cars No. 3 Com., 4/4" QTD. RED GUM 2 cars 1 & 2s, 4 4" 5 cars No. 1 Com., 4/4" 1 car 1 & 2s, 6/4" 1 car 1 & 2s, 5 4"	SAP GUM 3 cars 1 & 2s, 4/4" 2 cars 1 & 2s, 5 4" 5 cars No. 1 Com., 4 4" 2 cars No. 1 Com., 5/4" 2 cars No. 2 Com., 4/4" COTTONWOOD 3 cars No. 1 Com., 4/4" 3 cars No. 2 Com., 4/4" PANEL COTTONWOOD 1 car 18" and up, 4 4" ELM 4 cars No. 2 & Btr., 4/4" 3 cars No. 2 & Btr., 10 4" 3 cars No. 2 & Btr., 12 4" 2 cars No. 2 & Btr., 16/4" QTD. SYCAMORE 1 car Log run, 4 4"
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J. V. Stimson Hardwood Co.

Send in your order now for

20,000 ft. Qtd. W. Oak 1 & 2 1 1/2" 12,600 ft. Qtd. W. Oak No. 1 C. 5/8" 11,300 ft. Sound Wormy Oak 4 4" 14,100 ft. Qtd. W. O. Strips Clear 2 1/2" & 3" 56,500 ft. Qtd. W. O. Strips Sap 2 1/2" & 3" 9,800 ft. Pl. W. Oak 1 & 2 1 1/2" 42,300 ft. Pl. W. Oak No. 1 C. 1 1/2" 9,500 ft. Pl. W. Oak No. 1 C. 5/8" 12,700 ft. Pl. Red Oak 1 & 2 5/8" 4,200 ft. Pl. Red Oak No. 1 C. 5/8" 15,800 ft. Pl. Red Oak 1 & 2 3/4" 54,200 ft. Pl. Red Oak 1 & 2 3/4" 41,000 ft. Pl. Red Oak Step 11-15 5/4" 21,800 ft. Pl. Red Oak S.I. Wormy RO 4/4" 14,000 ft. Qtd. R. Oak 1 & 2 5/4" 10' & up	19,000 ft. Qtd. R. Gum 1 & 2 4/4" 67,500 ft. Qtd. R. Gum No. 1 C. 4/4" 32,300 ft. Qtd. R. Gum No. 1 C. 5/4" 10,300 ft. Qtd. R. Gum 1 & 2 6/4" 9,100 ft. Qtd. R. Gum No. 1 C. 6/4" 176,500 ft. Qtd. R. Gum 1 & 2 8/4" 97,000 ft. Qtd. R. Gum No. 1 C. 8/4" 62,000 ft. Qtd. R. Gum Com. & Bet. 8/4" 8/4" Sap no defect 145,000 ft. Qtd. R. Gum Com. & Bet. 8" 32,500 ft. Qtd. Fig. R. Gum 1 & 2 4/4" 19,500 ft. Qtd. Fig. R. Gum No. 1 C. 4/4" 7,500 ft. Pl. R. Gum 1 & 2 4/4" 23,000 ft. Pl. R. Gum No. 1 C. 4/4" 22,500 ft. Pl. R. Gum 1 & 2 5/4" 39,500 ft. Pl. R. Gum No. 1 C. 5/4" 14,000 ft. Pl. R. Gum 1 & 2 8/4" 15,000 ft. Pl. R. Gum No. 1 C. 8/4"
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The Mossman Lumber Co.

All stock 50% & Better, 14'-16' long, dry.

10,000' FAS, 1 1/2", 10" & up, 2 yrs. 25,000' FAS, 3/4", 10" & up, 2 yrs. 30,000' FAS, 1 1/4", 6" & up, 18 mos. 250,000' FAS, 3/4", 6" & up, 2 yrs. 98,000' No. 1 C., 1 1/4", 4" & up, 1 yr. 200,000' No. 1 C., 3/8", 4" & up, 1 yr. 200,000' No. 1 C., 5/8", 4" & up, 8 mos. 40,000' No. 2 C., 3/8", 4" & up, 1 yr. 50,000' No. 2 C., 5/8", 4" & up, 1 yr. 46,000' No. 2 C., 3/4", 4" & up, wide, 1 1/2 yrs. 18,000' 1 & 2s, 4 4" strips, 4 1/2" wide, 6 mos. 32,000' No. 1 Com., 4/4" strips, 2 1/2" wide, 6 mos. 10,000' No. 1 Com., 4/4" strips, 4 1/2" wide, 6 mos.	PLAIN WHITE OAK 38,000' 1 & 2s, 3 4", 6" & up, 6 mos. 46,000' No. 1 C., 1 1/2", 4" & up, 6 mos. 56,000' No. 2 C., 1 1/2", 4" & up, 6 mos. QTD. SAP GUM 75,000' 1 & 2s, 6/4", 6" and up, wide, 6 mos. 76,000' FAS, 8/4", 6" and up, 6 mos. 30,000' FAS, 10/4", 6" and up, 6 mos. 25,000' FAS, 12/4", 6" and up, 6 mos. 35,000' No. 1 C., 4/4", 4" & up, 6 mos. 25,000' No. 1 C., 6/4", 4" & up, 6 mos. 27,000' No. 1 C., 8/4", 4" & up, 6 mos.
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R. J. DARNELL, Inc.

Send us your inquiries now

SAP GUM 300,000 ft. FAS, 4/4", 6" to 12", 60% 150,000 ft. FAS, 8/4", 6" to 12", 60% 150,000 ft. No. 1 C., 6/4", reg. width, 60% 200,000 ft. No. 1 C., 4/4", reg. width, 60% 300,000 ft. No. 2 C., 4/4", reg. width, 60% PLAIN RED GUM 12,000 ft. FAS, 3/8", 6" & up, 6 mos. dry.	22,000 ft. FAS, 1 1/2", 6" & up, 6 mos. dry. 65,000 ft. FAS, 5-8", 6" & up, 8 mos. dry. QUARTERED RED GUM 45,000 ft. No. 1 C., 4 1/4", reg. width, 60% 50,000 ft. No. 1 C., 4 1/4", reg. width, 60% QUARTERED RED OAK 15,000 ft. No. 1 C., 3/4", reg. width, 60% 10,000 ft. No. 1 C., 6/4", reg. width, 60% 14,16, 8 mos. dry.
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J. W. Wheeler & Company

MEMPHIS



We have the following to offer, dry:

PLAIN RED OAK 11,000' Step, Pk. 5 1/2" 10 1/2" and up 10,000' No. 1 & 2 Com. 6 1/2" 2 yrs. 5,000' No. 1 & 2 Com. 8 1/2" 2 yrs.	200,000' No. 2 & 3 C. 1 1/2" 75,000' No. 2 & 3 C. 5 1/2" 150,000' 1 & 2s, 8 1/4" PLAIN RED GUM 75,000' 1 & 2s, 1 1/2" 150,000' No. 1 C, 5 1/2" 75,000' 1 & 2s, 6 1/2" 75,000' No. 1 C, 6 1/2" 25,000' No. 2 C, 6 1/2" 12,000' 1 & 2s, 8 1/4" 5,000' No. 1 C, 8 1/4" QTD RED GUM 100,000' C. & Btr., 4 1/4" 70,000' 1 & 2s, 5 1/4" 5,000' No. 1 C, 5 1/4" 100,000' C. & Btr., 8 1/4" 25,000' C. & Btr., 10 1/4" 12,000' C. & Btr., 12 1/4"	PLAIN RED GUM FIGURED WOOD 15,000' 1 & 2s, 5 1/4" 10,000' 1 & 2s, 8 1/4" SOFT ELM 10,000' No. 1 & 2 C. 6 1/4" 28,000' Log Run, 12 1/4" 15,000' No. 3 C, 8 1/4" SOFT MAPLE 30,000' Log Run, 8 1/4" AROMATIC RED CEDAR Com. & Btr., 4 1/4" Can lots or less quick shipment WHITE AND RED OAK This is S S E timbers cut to order
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GEO. C. BROWN & CO.

All stock regular widths and lengths

SAP GUM 5 cars 1 & 2s, 1 1/2" 5 cars 1 & 2s, 5/4" 5 cars No. 1 Com., 4 1/4" 7 cars No. 1 Com., 5 1/4" 1 car 1 & 2s, 8 1/4" 1 car No. 1 C, 8 1/4"	PLAIN WHITE OAK 2 cars 1 & 2s, 4 1/4" SOFT ELM 2 cars Com. & Btr., 8 1/4" 2 cars Com. & Btr., 12 1/4" RED CYPRESS 2 cars 1 & 2s, 8 1/4" 2 cars No. 1 Shop, 8 1/4"
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Coulson Lumber Company

Send us your inquiries for these items

GUM 2 cars Fas, Qtd. Red, 2", 2 mos. dry. 1 car Fas, Qtd. Red, 2", 6 mos. dry. 2 cars No. 1 C. Qtd. Red, 8/4, 2 mos. dry. 1 car No. 1 C. Qtd. Red, 8/4, 6 mos. dry. 5 cars Fas, Qtd. Sap, 8/4, 3 mos. dry. 3 cars Fas, Qtd. Sap, 8/4, 3 mos. dry. 3 cars Fas, Pl. Red, 1", 3 mos. dry. 2 cars No. 1 C., Pl. Red, 1", 3 mos. dry. 2 cars No. 2 C. Sap, 1", 3 mos. dry. PLAIN RED OAK 1 car Fas, 4/4, 8 mos. dry.	2 cars No. 1 C., 4/4, 8 mos. dry. 1 car No. 2 C., 4/4, 8 mos. dry. 2 cars No. 1 C., 8/4, 6 mos. dry. 1 car No. 2 C., 8/4, 6 mos. dry. QUARTERED WHITE OAK 2 cars Fas, 4/4, 8 mos. dry. 1 car No. 1 C., 8/4, 12 mos. dry. POPLAR 2 cars No. 1 C., 4/4, 3 mos. dry. 2 cars No. 2 C., 4/4, 3 mos. dry. MISCELLANEOUS Elm—1 car Log Run, 12/4, 1 mo. dry. Magnolia—Log Run, 4/4. Oak Bridge Plank—12/4, green.
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Goodlander-Robertson Lumber Co.

We have the following stock ready for immediate shipment:

QTD WHITE OAK 85,000' 1 & 2s, 1 1/2" 32,000' 1 & 2s, 3/4" 50,000' Cl. Stps., 4 1/4" 500,000' No. 1 C., 1 1/2" 100,000' No. 1 C., 3 1/2" 50,000' No. 1 C., 5/8" 50,000' No. 1 C., 3 1/4" 50,000' No. 1 C., 4 1/4" Strips 100,000' No. 2 C., 1/4" 20,000' No. 2 C., 1 1/4" PLAIN WHITE OAK 24,000' 1 & 2s, 4 1/4" 100,000' No. 1 C., 4 1/4" 150,000' No. 1 C., 1 1/2" 100,000' No. 1 C., 1/4" 35,000' No. 1 C., 3/8" 180,000' No. 1 C., 1 1/2" 50,000' No. 1 C., 5/8" 15,000' No. 1 C., 3/4" 100,000' No. 1 C., 4 1/4" 200,000' No. 2 C., 1/4" PLAIN RED OAK 100,000' 1 & 2s, 3 1/2" 100,000' 1 & 2s, 1 1/2" 100,000' 1 & 2s, 4 1/4" 70,000' No. 1 C., 3 1/2" 150,000' No. 1 C., 1 1/2"	100,000' No. 1 C., 4 1/4" 100,000' No. 2 C., 1 1/2" PLAIN RED OAK 35,000' Coffin Oak, 5/8" 10,000' Coffin Oak, 3/4" 30,000' Coffin Oak, 4 1/4" PLAIN RED GUM 40,000' 1 & 2s, 3/8" 100,000' 1 & 2s, 4 1/4" 40,000' No. 1 C., 3/8" 100,000' No. 1 C., 4 1/4" QTD RED GUM 20,000' 1 & 2s, 4 1/4" 20,000' No. 1 C., 1 1/2"
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Russe & Burgess, Inc.

ASH 95M' 1s & 2s, 1x6-9" wide, 8 & 10' long, dry. 30M' 1s & 2s, 1x10-11" wide, 8 & 10' long, dry. 15M' 1s & 2s, 1x15" & up, 8-16" long, dry. PLAIN WHITE OAK 40M' 1s & 2s, 1 1/2" dry. 20M' 1s & 2s, 8/4, dry. 20M' No. 1 Com., 1/2, dry. 20M' No. 1 Com., 3/4, dry. 17M' No. 1 Com., 8/4, dry. PLAIN RED OAK 60M' 1s & 2s, 8/4, dry. 40M' No. 1 Com., 8/4, dry. CYPRESS 50M' No. 1 Shop, 5/4, dry. WILLOW 100M' 1s & 2s, 4/4, dry. 33M' 1s & 2s, 5/4, dry. 100M' No. 1 Com., 4/4, dry. 20M' No. 1 Com., 5/4, dry. 20M' No. 1 Com., 6/4, dry.	QUARTERED FIGURED RED GUM 10M' 1s & 2s, 1" dry. 26M' No. 1 Com., 1", dry. 13M' 1s & 2s, 5/4, dry. 16M' No. 1 Com., 5/4, dry. 20M' 1s & 2s, 6/4, dry. 5M' No. 1 Com., 6/4, dry. 30M' 1s & 2s, 8/4, dry. FIGURED RED GUM 13M' 1s & 2s, 5/4, dry. 17M' No. 1 Com., 4/4, dry. 12M' No. 1 Com., 5/4, dry. PLAIN RED GUM 19M' 1s & 2s, 8/4, dry. 5M' 1s & 2s, 1 1/2, dry. 50M' 1s & 2s, 8/4, dry. 50M' No. 1 Com., 8/4, dry. QUARTERED RED GUM 50M' 1s & 2s, 4 1/4, dry. 10M' 1s & 2s, 5 1/4, dry. 15M' 1s & 2s, 6 1/4, dry. QUARTERED GUM (Sap No Detect) 30M' No. 1 Com. & Bet., 10 1/4 dry
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E. SONDHEIMER CO.

BROWN & HACKNEY, Inc.

OAK 12M ft. 5/8" 1s & 2s Qtd. White. 14M ft. 4/4" 1s & 2s Qtd. White. 12M ft. 4/4" Sel. Com. 6" & up Qtd. White. 12M ft. 5/8" No. 1 C. Qtd. White. 14M ft. 4/4" No. 2 C. Qtd. White. 9M ft. 6/4" No. 2 C. Qtd. White. 65M ft. 2" & wider No. 1 C Stps. Qtd. White. 23M ft. 2" & wider No. 2 C. Stps. Qtd. White. 12M ft. 4/4" 1s & 2s Pl. White. 130M ft. 4/4" No. 1 C. Pl. White. 6M ft. 5/4" No. 2 C. Pl. White. 8M ft. 5/4" No. 1 C. Pl. Red. 5M ft. 5/4" No. 2 C. Pl. Red. GUM 210M ft. 8/4" 1s & 2s (sap, no defect) Qtd. Red. 230M ft. 8/4" No. 1 C. (sap, no defect) Qtd. Red.	120M ft. 8/4" 1s & 2s Qtd. Red. 172M ft. 8/4" No. 1 C. Qtd. Red. 30M ft. 4 1/2" No. 1 C. Qtd. Red. 14M ft. 4/4" 1s & 2s Sap. 35M ft. 4 1/2" No. 1 C. Sap. 65M ft. 6/4" No. 1 C. Sap. 30M ft. 6/4" No. 2 C. Sap. COTTONWOOD 55M ft. 4/4" 1s & 2s. 25M ft. 4/4" No. 1 C. 12M ft. 4/4" No. 2 C. 30M ft. 5/4" & 6/4" Backing Boards. Little Rock Rates Cairo, flat 15c, through 13c. St. Louis, flat 18c, through 16c. Chicago, 31c. Louisville, 21c. Cincinnati, 23 1/2c. Kansas City, 19c. Mounds Rates Cairo, 10c. Chicago, 19 1/2c. St. Louis, 13c. Louisville, 16c. Cincinnati, 18 1/2c. Kansas City, 19c.
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For immediate shipment

QTD WHITE OAK 105,000' No. 1 Com., 1 1/2" PLAIN WHITE OAK 28,000' 1 & 2s, 4 1/4" PLAIN RED OAK 31,000' 1 & 2s, 3/4" 62,000' 1 & 2s, 4 1/4" QTD RED GUM 67,000' 1 & 2s, 4 1/4" 39,000' No. 1 Com., 6 1/4" 50,000' No. 1 Com., 8 1/4" 16,000' 1 & 2s, 10 1/4" 1,500' 1 & 2s, 12 1/4"	PLAIN RED GUM 12,250' No. 1 Com., 5 1/2" 31,000' No. 1 Com., 5/4" 28,000' 1 & 2s, 8 1/4" 11,000' No. 1 Com., 8 1/4" SAP GUM 18,000' 1 & 2s, 4 1/4" 90,000' 1 & 2s, 5 1/4" 85,000' No. 1 Com., 5/4" 110,000' No. 1 Com., 6 1/4" 80,000' No. 1 Com., 8/4" 33,000' No. 1 Com., 6/4" 54,000' No. 2 Com., 8/4" 20,000' No. 3 Com., 6 1/4" 15,000' No. 3 Com., 6 1/4" 19,000' No. 3 Com., 8 1/4"
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BELLGRADE LUMBER CO.

J. H. BONNER & SONS

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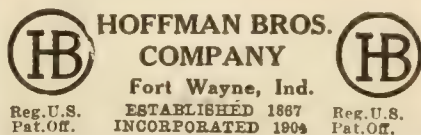
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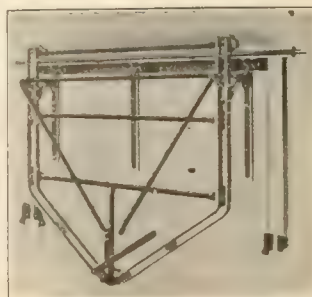
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Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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Edgar H. Defebaugh, President
Edwin W. Meeker, Managing Editor
Hu Maxwell, Technical Editor

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Review and Outlook



General Market Conditions

THE ACCOMPLISHMENT OF MOST MOMENT in hardwood circles in the past couple of weeks has been the rapid whipping into shape of the government purchasing and advisory agencies. The extent of hardwood needs having a direct or indirect bearing on the war has been represented in varying sizes, but with continued clearing up of the situation, it becomes apparent that even the most radical have not exaggerated the importance which government business will have. In consequence of the revelation made possible through closer coordination in government work and indicated in a more practical way in orders received and bids asked, an even greater stiffening has been noted during this period which is accounted for also by the fact that simultaneously with the knowledge of great government demands comes the realization that mills can not possibly cut sufficient lumber to create a surplus.

So far as factory needs are concerned optimism is not so current as there is no doubt that the factories as a whole are showing continued tendency to restrict purchases. At the same time this does not limit the consumption, as that is governed by the demand for the goods turned out by the factories, which demand is independent of the actual quantity of lumber purchased. Necessarily though, extensive orders that take big lots of certain woods out of the market in a lump have a more greatly stimulating effect upon the price level than does the purchase of the same quantity of lumber coming in piece-meal orders.

It is doubtful if the lumber buyer is limiting his purchases with any definite idea of breaking the market. In the first place, the total impossibility of accomplishing this result is apparent to anyone who is familiar with the situation. He is rather, so it would appear, merely keeping in line with the exigencies of the occasion so far as his own business is concerned as no man wishes to tie himself up on purchase for too long a period ahead in view of the difficulty of accurately foreseeing conditions. As a result of buying in small lots, the purchaser frequently pays considerably more than he would were he to purchase along the usual lines, but he apparently prefers to take his chance rather than to load himself up too far ahead.

Indications of building slackness are more specific now than they have been. One of the leading business reviews states that the decline, inclusive of New York City, is fifty per cent from last year, although exclusive of that city it comes down to one-third of that percentage. Indications are that, as prophesied a couple of months ago in this section, investors will have shortly adjusted themselves to the new prices and conditions and come into the market again. The demand for dwellings of different characters has not slackened

but rather, on the other hand, has shown consistent increase. This in the face of a practical cessation of the common type of residential construction has made that type of investment more productive than it was a year ago, when in some of the large metropolitan sections investment of this kind had been rather overdone. It seems that a resumption of building by investors may be anticipated in the near future, although there is little likelihood that any resumption will bring building business back to anywhere near what it was a year ago.

The latest reports on crop prospects that have come in during the past week or ten days reveal an astonishingly strong situation. All crops have done mighty well, many exceeding all records. It is certain that the rural communities will have vastly increased buying power and with the closer touch that has been established between them and the rest of the country, due to modern business propaganda coupled with the influence which the war situation has had, the farmer is realizing more and more the necessity for improved means and methods, and he is without doubt going to put the vast bulk of this money back into his equipment. This probability is already indicated by extreme activity among the manufacturers of farm equipment and apparatus.

HARDWOOD RECORD reiterates its prophecy of unwavering strength in the whole hardwood situation, and adds the belief that the early fall months will see brisk expansion in the immediate requirements for hardwood lumber, both in normal lines and directly and indirectly in war needs.

Clever But Decidedly Untrue

MANUFACTURERS OF SUBSTITUTES for lumber have, on many occasions, appeared to resent the frank statements made by the lumber trade that unfair tactics were employed by the substitute people to advance their own cases. It nevertheless is true that frequent and flagrant misrepresentations have been employed, particularly in press matter worked into daily papers and other mediums, the most frequent point used being that lumber is nearing the point of exhaustion and hence exorbitant prices make substitutes necessary. One of the most clever as well as the most underhand of these is shown in an evidently inspired item appearing in one of the Pittsburgh dailies. As the name of a particular firm in Pittsburgh is mentioned, the source of the fabrication is evident.

The item appears in part as follows:

With the newly created demands on the lumber industry that came with the entrance of this nation into the war, there has been a consequent curtailment in the fields in which the industry had been making great strides. A case in point is the manner in which the use of wood for packing cases and boxes of all kinds has been interrupted.

It goes on to tell then how the paper box has nobly and opportunely come to the rescue of a nation in dire want of shipping containers, and withall pays a very handsome though insidious and unwelcome compliment to the lumber trade, i. e., that the lumbermen are so patriotic that they are willing to surrender legitimate markets and sacrifice all their own interests to the war needs.

Of course anyone familiar with lumber conditions will know that the situation in the wooden box business has never been so strong as it is now. Never before have the low grades been so completely sold up, and it would be next to impossible to make money from the manufacture of veneer. Cores into crating lumber on specially installed sawmills were the demand for this material not excessive. The point is that while the true situation is recognized by those familiar with conditions, the public at large is being misled by such plausible items as this, which, while they appear to throw bouquets, really contain poisoned arrows.

The Philosophy of Sampson Flats

A WAG INTENDING TO BE FACETIOUS once remarked of the stockmen of a certain district in California that "the people of Sampson Flats try to get rich by stealing hogs from one another." It is apparent that such a policy might temporarily advance the interests of the most energetic individuals, but the prosperity of a community as a whole would not advance so long as there were only a fixed number of hogs to be in possession first of one and then of another. A better policy would have been to increase the number of hogs or their value.

The possibility of such a homely illustration fitting lumber merchandising (excepting of course the matter of dishonest practices), has been suggested on various occasions. There is a certain aggregate amount of lumber to be sold and the sponsors of each wood are trying to sell as much of their particular kind of lumber as possible. Well-balanced association advertising in the interest of this or that wood has long since gotten beyond the speculative experimental stage. The possibility of concrete results in the interest of the wood being advertised is a matter now of definite certainty, but were it not for one result which in no case has been contemplated by the originators of the association advertising idea, the similitude between these efforts and the efforts of the Sampson Flats stockmen to increase their bank accounts (again leaving out the dishonest practices) would be rather startling.

That result has a bearing on what should be the ultimate goal of all lumber advertising—the actual expansion of the marketing possibilities so that an increase in the sales of one wood does not necessarily mean a decrease in the sales of another. Only when that accomplishment is fully realized will the advertising of lumber have reached the plane of modern merchandising.

No one can criticise the desire of manufacturers of respective woods to increase the sales of their individual products, and no one would be correct in saying that the advertising of the respective woods is not justified. However, the different groups should not lose sight, in formulating their plans in behalf of the species which they produce, of the primary necessity, the one thing which must be accomplished if all of this individual work will not in the end have proven futile.

It is stated that there is one result not contemplated that has come from this advertising of individual species. The specific character of the copy and the definite educational work carried on in behalf of each of the woods so advertised has of necessity resulted in the layman acquiring a certain definite knowledge which he undoubtedly could not acquire from a general campaign in the interest of wood as a whole and not mentioning any wood in particular. In other words, the prospective home-builder, even though he may have been fully educated as to the relative merits of wood and competitive materials, and have decided upon wood, still remains somewhat in the dark as to a specific kind of wood that he should use. Therefore the individual advertising, handling as it does the merits of the commodity in each case, gives to the prospective user data and knowledge so that he may make his own comparison and draw his own conclusions. So these individual campaigns have done a great deal from a general educa-

tional standpoint and have undoubtedly assisted greatly in promulgating wood propaganda and familiarizing the populace with wood and its uses and merits.

But in spite of all that has been done, published reports of lumber production, which in the main can be taken as indicative of consumption, do not show a gain in the total according to latest figures. Therefore the conclusion is that the same conditions which defeated the purposes of the Sampson Flats stockmen may ultimately overcome the good efforts of the individual advertising of groups of American lumber manufacturers. So to the end that their own individual work may be given the broadest possible development, that the resistance to wood propaganda, the spreading of which makes more fertile the field for the planting of knowledge of specific woods, may be overcome, the respective associations must remember that in accord with their own efforts and in conjunction with their own campaign, the broader work designed to benefit the whole industry, not any one part of it, must be carried along.

The Problem of Cut-over Land

WITHIN THE PAST QUARTER OF A CENTURY the problem of cut-over land has claimed attention in all timbered regions of the United States. Before that time it was not much of a problem and was allowed to solve itself or remain unsolved. When the lumberman had stripped the land, he was done. He moved on to new tracts of timber and left the denuded areas to be impoverished by fire and wasted by erosion; but if it was salable for farming purposes, it was disposed of to those who wanted it. It generally happened that tracts with excellent soil and in thickly populated regions were converted into farms, while those of only moderate fertility or somewhat remote were abandoned to their fate.

The best farms in the Eastern States generally occupy ground where hardwoods once grew. That is because hardwoods held the choice soils and the softwoods took what was left. That rule was not so general in the South and on the Pacific Coast, because on account of climatic conditions softwoods there occupy many fertile tracts.

The policy of abandoning cut-over land is no longer popular. The land itself is a greater asset than it once was. If the prospect is good that a new stand of timber will grow, after the old has been removed, it may be good business to protect the land against fire and wait for the trees to increase in value; but if that prospect is remote, it is more profitable to clear the land for farms or sell it to those who will clear it, provided the soil is fertile and the land tillable.

As a result of this change in policy, logged-off land is rapidly changing into farms in all timbered regions of the country, not only where hardwoods prevail, but likewise in some of the softwood areas in the South and in the Northwest. Organizations and associations make the clearing and disposal of cut-over land their special business. The cost of clearing is often high, and the individual whose capital is small might not feel able to undertake it, but is willing to pay for it in yearly installments if he can buy it ready for the plow. He can make the land pay for itself if he can buy it ready for crops.

The movement to turn forest land into farms as speedily as possible, after the salable timber has been removed, is in the right direction. There is no profit in burnt and washed land, but there is profit in fruit, hay, corn, cotton, wheat, and truck gardens.

Whether a particular piece of land will pay better if left to grow up again in woods, or cleared and converted into farms, is a question which should be answered on the merits of each individual case; but if the soil is good there can be no mistake if the land is quickly converted into farms after the timber has been taken off; but if the soil is poor or the ground very rough, it probably would pay better if returned again to forest, and protected from fire and other enemies.

While all this talk is going on about retail lumber advertising it is up to the hardwood fraternity to see that some mention of hardwood is made in connection with it, because the really desirable home is that which has a fair quantity of hardwood used on the interior.



A New Forestry Regiment



The War Department has authorized a new forestry regiment, similar to the one recruited some time ago. W. R. Brown of New Hampshire, member of the committee on lumber, Council of National Defense, has written to W. E. DeLaney of the Kentucky Lumber Company, Lexington, Ky., asking him to organize a committee of representative lumbermen in Ohio, Indiana, Illinois, Kentucky and Tennessee, to select men suitable for commissions as officers in the new regiment. The quota for the territory named is one major, four captains, six first lieutenants and four second lieutenants. Similar letters have been written to representative lumbermen in other parts of the country asking them to do likewise. The committee on lumber is co-operating with the Forest Service and the War Department in raising the new regiment. Men selected for officers must pass the army physical examinations. The recommendations of local committees will be sent to W. L. Hall of the Forest Service, who has charge of its end of the organization work, and who will send application blanks and instructions. The quota of officers must be filled by September 20.

It is reported that tentatively several men have been slated for commissions, among them Robert Y. Stuart of the Forest Service; H. A. Langille, formerly with J. D. Lacey, at Portland, Ore.; F. M. Barthelme of Minneapolis, and J. S. Long of the Forest Service, all of whom will be majors.

Extensive plans being made for equipping American forestry troops are being freely criticized by some lumbermen at Washington in connection with government business. They say that the equipment is too extensive and expensive for the uses to which it is likely to be put. Its cost has been estimated as high as \$20,000,000, including 40 portable sawmills, many heavy steel logging cars, gasoline locomotives, 60 miles of steel rails, many gross of cross-cut saws, mules, horses, tools, etc.

The formation of a second forest regiment has been authorized by the War Department. Two battalions are to be raised at once. It is expected that the remaining eight battalions will be called for in a short time. Nine service battalions, made up of laborers who will be used in connection with the forest regiment, have also been authorized and two battalions have been ordered raised at once.

In order to provide for future contingencies it has been decided to commission at the present time enough officers for other battalions yet to be raised. Those men not needed now will be placed on the reserve and will be called as the other units are formed. According to the present plan, fifty per cent of the officers will be sawmill and logging operators, twenty-five per cent will be technical foresters and twenty-five per cent will be men with military training. A number of the graduates of the new engineer camps have been selected for service with the new units. The minimum age limit for commissioned officers has been set at thirty-one.

A first regiment of woodsmen has already been assembled and is now being trained at American University, D. C. This regiment was raised at the request of the British government to undertake the production in France of crossties, bridge, trench, and construction timbers, mine props, lumber and other forms of wood required in connection with its military operations. The landing of American expeditionary forces has made necessary similar provision for their needs, while the French military authorities have indicated that some of the work incidental to their operations might be taken over by woodsmen from this country. Decision to raise the new and much larger force has followed a study of the field of possible usefulness to the Allied cause, made by American foresters attached to General Pershing's staff.

The regiment will be made up of volunteers. Applicants must be white and between the ages of eighteen and forty. Skilled lumberjacks, portable mill operators, tie cutters, logging teamsters, camp cooks, millwrights and charcoal burners are among the classes of men desired.

For the "service" battalions both negro and white laborers will be enlisted.

The Wood for Treenails

The government is reported to have reached a decision that treenails, or wooden pins, used in building wooden ships, must be of locust or of eucalyptus. This narrows the choice down to two woods; for though there are more than half a dozen trees in the United States which are occasionally called locust, and 150 kinds of eucalyptus in the world, there is only one locust wanted for the treenails, and, it is presumed, no eucalyptus that grows in this country will do. The treenail eucalyptus is a product of Australia and is not represented in America except as a few trees may have been planted in California and Arizona.

The locust wanted for treenails is known botanically as *Robinia pseudacacia*. It has various names in English, depending upon locality and custom. Some call it locust without any qualifying term, while to others it is known as black locust, yellow locust, white locust, red locust, green locust, and post locust. It has even more names than these. Some of the names are due to the color of the wood, others to the color of the bark, while white locust refers to the flower. The wood is extremely strong, hard, heavy, and durable, when exposed to decay. New Mexican locust and Clammy locust are of the same genus and their wood compares favorably with the treenail wood; but they are too scarce to be worth looking after by makers of treenails.

Honey locust and water locust are different species from those described above, though belonging to the same family. They are quite abundant in some parts of the country, in the South particularly, and inquiries have reached HARDWOOD RECORD as to whether treenails made of these woods will pass the government tests. This paper has no authority to decide that question, but it does not hesitate to express an opinion that the government will not accept treenails made of honey locust or water locust (*Gleditsia tricanthos* and *Gleditsia aquatica*). Their wood is not very hard. Several of the oaks are harder. It might be durable enough and possibly it has enough strength. It is excellent from the standpoint of shrinking qualities. Few woods shrink less than honey locust during the process of seasoning.

Most of the locusts of the various species have been widely planted. Each of them, in its wild state, was restricted to pretty narrow boundaries, but man has spread them much more widely than nature was able to do.

The International Sales Company, of Washington, D. C., which is securing large quantities of black locust from nearby Virginia, is manufacturing treenails in Georgetown, D. C. This company has shipped twenty-one carloads of treenails to the Pacific coast and has furnished some consignments to shipyards on the Gulf coast. One carload of finished stock is required for each standard wooden ship.

Recently a farmer offered to sell the company 500,000 feet of locust off his own farm. Farmers as well as lumbermen with good stands of locust should find a good market for it. The International company had some trouble securing locust in sufficient quantities at the outset but the trouble has been eliminated. The logs now are being shipped up the Potomac river to Georgetown.

A Long Islander recently advised the company that choice Long Island locust is the best for treenails, but Virginia and other stock have proved entirely satisfactory.

The original range of this locust did not extend as far east as Long Island, nor did honey locust originally grow east of the Appalachian mountains. Very fine black or yellow locust abounds in its original habitat in western Maryland, West Virginia and western Pennsylvania, and it may be expected that much treenail stock will come from that region.

Rigid construction and steady running in a planer are two different things, yet often the former helps secure the latter.



Shipping Outlook at Memphis



J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, Memphis, Tenn., has issued a circular letter to members of that organization calling their attention to the fact that "the car situation as a whole has not improved and that there is very little prospect of its improving." He says that some of the hardwood mills at junction points are receiving as high as 80 per cent of their requirements in the way of cars for handling outbound shipments of lumber but he gives the following conditions as obtaining on certain typical divisions of these roads:

Chicago, Rock Island & Pacific, 100 per cent of requirements; Missouri Pacific, 33 1/4 per cent; Yazoo & Mississippi Valley line of the Illinois Central, 37 1/2; Texas & Pacific, 50; V. S. & P., 50, and Southern Railway in Mississippi, 25.

In this connection Mr. Townshend says:

We again urge all members to ship all the lumber that can possibly be moved as promptly as possible. The general car situation, from information obtained, looks very discouraging. Crops are greater this year than ever before in the history of the country and will require more cars to move than formerly. . . . The carriers have bought some new equipment and will, about next May, be in position to deliver about 100,000 new freight cars, but they will not be in position to add any new motive power.

Mr. Townshend says that the reports which are being sent in daily by members of the association are enabling the latter to keep a close check on the carriers and to greatly facilitate the handling of equipment.

Another move has been made, or is in process of being worked out, looking to the establishment of subsidiary committees at various points in the Memphis or valley territory that will co-operate with the car service committee at Memphis which is in turn subject to the general Car Service Commission at Washington. These committees will be appointed by the carriers at Little Rock, Pine Bluff and other points where they may prove helpful. In this connection, it may be announced that the Southern Hardwood Traffic Association will have a representative at all of the meetings of these sub-committees to the end that the interests of its members may be wholly safeguarded.

The brightest aspect of transportation conditions here now is to be found in the increase in the number of flat cars for handling logs to the mills at Memphis and elsewhere in this territory. It is officially stated that there are more flat cars available now than for some time and that prospects point to a still further gain in the near future. The Yazoo & Mississippi Valley line of the Illinois Central system has agreed to furnish enough additional cars to enable the Valley Log Loading Company to put another of its log loaders in use on that road and the general superintendent of the St. Louis, Iron Mountain & Southern has promised to undertake to relieve the lack of equipment for handling logs on that system. Meantime, practically all the mills at Memphis are able now to work on full time and in some instances they are securing quite a quantity of logs ahead. However, accumulation of a surplus of logs on local yards is almost out of the question under present conditions.

Practically ideal weather continues for the cutting and hauling of logs and this work is making excellent progress. More timber is being prepared for shipment than the railroads are able to handle but just now particular attention is being devoted by the millmen and the carriers to the moving of the logs which have been exposed for some time and which have been damaged by worms and other insects. The quantity is reported quite considerable and no effort will be spared to avoid the loss that would be entailed in the destruction of these logs.

There is a controversy at present between members of the Southern Log Association, with headquarters in Memphis, and officials of the Valley Log Loading Company regarding a proposed advance of 40 cents per thousand in the charge for loading logs on the Yazoo & Mississippi Valley line of the Illinois Central. This advance became effective August 15 and was based on the increase of \$10 per day for engine service furnished by the railroad company. Members of the association, however, say that the advance of 40 cents per M

for loading logs is equivalent to an advance of \$30 per day for engine service, with the result that they regard the increased log loading cost all out of proportion to the condition on which it is based. Indications are that a satisfactory adjustment will be reached.

Eight-Hour Day and Other Vital Matters Agitated in Washington

Among the matters at Washington having a hardwood angle may be mentioned the following. The question of prices of lumber and other war materials, which is being considered by the Federal Trade Commission and the Council of National Defense. The former is investigating the cost of production of lumber such as the government needs.

Bills have been introduced in congress by Representative Kelly of Pennsylvania to provide for the government to take over all timberlands in excess of 100 acres in a contiguous tract, cut the timber and utilize or sell the product at fair prices, as a war measure in order to insure adequate lumber supplies.

The labor question in the lumber industry interests the government very much. The eight-hour agitation in the far west is sympathized with by certain government officials, but many lumbermen here say that the western lumbermen made a mistake in saying they would accept an eight-hour day if it is made national. The western people, it is said, rely upon the southern pine interests to beat the proposition. However, it may not be beaten. Senator Poindexter has introduced a bill for a national eight-hour day in lumber mills shipping stuff in interstate and foreign commerce. Senator Jones of the same state has presented memorials in favor of the proposition and Senator Newlands of Nevada, one of the democratic leaders, has spoken in favor of further government regulation of the lumber industry, including hours of labor, wages and price fixing.

Important Foreign Trade Happenings

Hardwood supplies the world over are in such demand for war purposes that several governments are taking a hand to protect their own interests in that connection. The latest development along this line is the action of the British Board of Trade in taking possession of all stocks exceeding 5000 feet of mahogany and American walnut in logs, planks, and boards, which was recently reported to the department of commerce at Washington by the American consul general at London.

The consul general in Paris has also reported recently that the French Government has issued a decree prohibiting the exportation from French colonies and protectorates, except Tunis and Morocco, of the following woods: box, cherry, cotton, ebony, guaiacum, palm, soapbark, rose, to all destinations except France, other French colonies and protectorates. However, the consul general adds that a ministerial order recently issued at Paris permits the exportation of all woods above prohibited to the usual allies of France and to American countries.

The United States Government is also taking steps to conserve its hardwood resources. President Wilson has issued a proclamation prohibiting the exportation of any wood and manufactures thereof to Germany, her allies, and to territory occupied by German troops, or to neutral European countries except under special license.

The President's proclamation also specifies that exports of ash, spruce, walnut, mahogany, oak and birch woods, which are extensively used for airplane production in this country, will not be permitted to countries allied with this country and to neutral countries outside of Europe, except under special license. This condition applies to hardwood ashes also, and to turpentine, rosin, and wood-pulp.

Plenty of hardwood will be used in manufacturing 40,000 freight cars which the United States is to supply Russia with as a war measure, at a cost of \$700,000,000, also including the cost of 2,500 locomotives.



Great Strength in North



A special meeting of the Northern Hemlock and Hardwood Manufacturers' Association was held at the Hotel Sherman in Chicago August 31 for the purpose of discussing market conditions which have become greatly altered during the recent months on account of the European war. As the meeting was confined to only market and allied subjects, it was decided that the association should hold its regular quarterly meeting during the latter part of October at the Hotel Pfister, Milwaukee.

The main address at the Chicago meeting was that of H. H. Butts, chairman of the bureau of statistics and education information and was based largely on facts submitted before the members of the committee on Thursday, August 30, when market conditions were discussed. Mr. Butts said in part:

A very intelligent survey of market conditions was gone into and taking everything into consideration a healthy state of affairs seemed to exist with reference to all of the products we are manufacturing. Your secretary's office compiled and forwarded for our use a complete report of cut and shipments and stocks on hand. (Copy of confidential report was distributed among members.) You will note there is a decrease of total hardwood stocks on hand, No. 2 and better of 5,386,000 feet and on No. 3 common 10,600,000 feet or a total of No. 3 and better of 15,986,000 feet. Then taking into consideration the fact that there is a decrease of 14,458,000 feet of stocks on hand sold and unsold over a year ago it virtually means a decrease of 27,444,000 feet in the amount of stock on hand to be sold August 1, this year as against July 1, 1916.

Then for your further knowledge, we want to call your close attention to the figures presented by the Michigan Hardwood Manufacturers' Association Aug. 3, 1917. This is simply a brief summary:

Decreases		
Maple, No. 2 common & better.....	14,628 M ft.	
Beech, No. 2 common & better.....	8,197 M ft.	
Rock Elm, No. 2 common & better.....	1,396 M ft.	
Soft Elm, No. 2 common & better.....	1,542 M ft.	
Basswood, No. 2 common & better.....	240 M ft.	
Total		26,003 M ft.
Increases		
Ash, No. 2 common & better.....	187 M ft.	
Birch, No. 2 common & better.....	4 M ft.	
Total		191 M ft.
Net decrease		25,812 M ft.

They report No. 3 common hardwoods on hand as 25,209 M feet less than one year ago, or a total decrease of their hardwood stocks on hand this year as against last No. 3 common and better of 51,021 M feet. Combining their figures with ours the consuming trade is confronted with a total shortage of northern hardwoods, No. 2 common and better of 31,198 M feet and No. 3 common only of 35,809 M feet or a total of No. 3 common and better of some sixty-seven million feet. There is 11,000 M feet less of stock on hand August 1 as against May 1; in other words the production of May, June and July has been consumed and 11,000 M feet in addition. Then there is 25,000 M feet less of stock on hand August 1, 1917, than August 1, 1916, No. 3 and better, the difference being largely No. 3 which speaks well for the No. 3 situation generally and the Michigan association reports 9,296,000 feet, No. 3 and better less than a year ago.

This committee recommends that Secretary Swan be directed to co-operate with the secretary of the Michigan Hardwood Manufacturers' Association in arriving at some common basis form for compiling the summary of cuts and shipments and stocks on hand, and that he in company with W. E. Vogelsang of this committee arrange a meeting some time during the coming months with this end in view.

Another big feature of the special meeting was a talk on market conditions by Edward Hines of Chicago, who emphasized the rapidly increasing cost of lumber production not only due to the higher demand for wages but the big percentages of increase for every item of equipment and maintenance in the sawmills. Particular attention was called to the fact that in spite of the falling off of local building, which had a tendency to discourage the retailers, the manufacturer has had a vast field of demand opened before him by changed conditions. War orders, though big, are but a small percentage of the net needs for lumber. There has developed a big stimulus to the building of factories wherein are manufactured the things the United States formerly imported from Europe. This fact is noted in the tremendous increase of exports and what is most important these exports are being shipped in packages and crates of lumber which also must be manufactured in the United States. For this reason high records

of consumption far exceed the figures on lumber being cut and supplies are being rapidly depleted. Government business of course is great and the cantonment supply is only a small part of the government demand for lumber.

What proved of great interest to the members present was the talk by Secretary O. T. Swan on how the association members supplied lumber for the army cantonment at Rockford, Ill. A review of the entire project was given, Mr. Swan telling how a trip was first made to Washington to secure the data on requirements as well as the order for hemlock and how promptly activities were moved from Oshkosh to Chicago and the creation of the Hemlock Emergency bureau. A total of 35,000,000 feet of hemlock of all dimensions was shipped from the mills to Rockford. The order from the government was secured on June 26 and on the same day eleven carloads of lumber were started on the way and the next day twenty-five more carloads. In the first four days fifty-two carloads were being shipped and a maximum of seventy carloads a week was achieved. This could have been maintained if the orders from the contractors had been on hand regularly but owing to various changes in plans the orders were "spotted" and varied in amount from 3,000 to 4,000,000 or 5,000,000 feet. The emergency bureau broke all records for the sixteen cantonments supplied in shipping the lumber promptly. Besides the 1,400 cars shipped to Rockford, the bureau also aided the Michigan bureau in sending 160 cars to Battle Creek.

The office organization at Chicago was a model of efficiency. Mr. Swan explained how he acted as a sort of a general manager of the work, directing a force of voluntary sales managers supplied by the various companies of the association. Mr. Swan made the allotment of the orders in order to keep them well distributed among the sixty manufacturers, ten of whom were not members of the association. F. M. Ducker, traffic manager of the association, was kept occupied in handling traffic matters, specifying the ratings and arranging with the railways for prompt service. It was mentioned that the railways co-operated admirably with the bureau giving their shipments preference at all times. Inspector McDonald of the association remained at Rockford during the time conferring with the contractors and seeing that all shipments complied with specifications and grades.

The executive work was handled by Mr. Swan with the aid of three stenographers and Draftsman Hansen of the association office. Mr. Swan had been granted power of attorney by the mills supplying the lumber and as such handled all financial transactions and facilitated payment for the lumber used. The work required late hours daily and all mills supplying lumber were kept in telegraphic communication at all hours as to ability to fill orders, time of loading begun and completed and starting of cars to their destinations and routes as well as to probable arrival. Service expense of the emergency bureau totaled \$1,000 a week.

Another subject touched upon by Mr. Swan was that of the outlook for the consumption of hardwood in government work and the amount of such material available in Wisconsin and Michigan. Birch is to be a large factor in this regard as it is to be used largely for aeroplane structure as will also maple and rock elm. It was announced that the Forest Products Laboratory at Madison is to make a test of a carload of birch as to strength and other qualities and the prospect is that birch will replace heavier hardwoods in transport trucks. With this data in hand Secretary Swan will journey to Washington next week in the capacity of timber engineer to present to the proper authorities at Washington the quality of northern hardwoods and figures as to the supplies on hand.

In the general discussion at the Chicago meeting some time was devoted to the subject of lumber insurance especially as to the basis of adjustment of losses. It was brought out that at present it is not clear in the average policy how settlement for losses are to be made, some adjusters following the rule that compensation should be made on the market price of lumber on the day of the fire and others offering to replace the burned lumber, the most economical plan to the in-

insurance company usually being followed. W. A. Holt of Oconto was accordingly selected as a committee to investigate the matter of a uniform lumber clause in fire insurance policies and report later.

The subject of terms of sale was brought up but attention called

to the fact that the question is now before the National Lumber Manufacturers' Association. The opinion was expressed, however, that terms of sale should be uniform and rigidly adhered to by all parties interested in lumber transactions.



Boyle Files Open Price Brief



Gen. L. C. Boyle of Kansas City this week filed with the Federal Trade Commission a brief on the subject of the open price competition plan of the Hardwood Manufacturers' Association of the United States, which has been discussed at conferences between the commission and representatives of the hardwood association. The brief was filed at the request of the commission. Later there may be hearings and arguments on the matter.

The bringing forward of the open price plan, it is said, marks a revival of activity and growth on the part of the Hardwood Manufacturers' Association, friends of which say that the movement aims to place on a footing compared in soundness with that of the Southern Pine Association among the softwood interests of the industry, the hardwood manufacturing end of the game. It is said that a production of 800,000,000 feet of hardwood lumber annually is represented in the hardwood open price competition plan, some members of the Hardwood Manufacturers' Association preferring to retain their old individual, independent, competitive status, regardless of other concerns in the industry.

Gen. Boyle's brief is devoted in the first half to a study and analysis of the co-operative activities of the Hardwood Manufacturers' Association. In the course of this he discusses the industrial conditions, the objections of the association, first, as to manufacture and the standardization thereof; second, as to distribution, and as to grading, market publicity, etc., which matters are no doubt familiar ground to members of the trade. Gen. Boyle also quotes the open price competition plan in detail.

He urges the trade commission, in the brief, to send an expert to the association's office in Cincinnati to examine the methods employed in carrying out the purposes of the plan. "We want to be investigated," he says, "because it is our sincere desire to do nothing that breaches the law." To the end that the commission may have before it in broad outline the practical workings of the plan, Gen. Boyle files with his brief a series of exhibits covering in the order named the following items: production reports, stock reports, sales reports, price lists and freight rates, inspection reports, report of shipments and market letters.

Stabilization of prices is contemplated in the plan, by keeping hardwood manufacturers thoroughly informed about stocks on hand and prices realized at actual sales, with a view to obtaining fair prices based on former sales. The idea is to have the hardwood manufacturers place their cards on the table and do business in the sunlight, so to speak, according to Gen. Boyle.

The only possible question that can be raised against the hardwood manufacturers' open price competition plan, it is said, is whether or not the market reports will fairly represent conditions in the hardwood market, owing to the fact that only one-tenth of the hardwood production of the country is turned out by members of the Hardwood Manufacturers' Association.

The reason for two classes of sales reports under the open price competition plan, says Gen. Boyle in his brief, is due to the fact that some operators, although willing to disclose the names of those who resell, are not willing to make similar disclosure when the customer is a consumer proper. He states further:

This class of trade comprehends large industrial buyers, such as rail roads. The manufacturers consider that no harm can come to them by reason of their competitors knowing what wholesalers and retail yards they sell because this is a class of trade known to all and buying a grade more nearly uniform than demanded by the consuming trade.

The knowledge of the existence and requirements of the Class B (consumer) customer is, however, regarded in the light of a trade secret. This state of mind is a trade inheritance more honored in the breach

than in the observance. There is no mystery or sinister significance in the classification. There are many in the industry who feel that if the names of certain customers were disclosed, some one would steal them. They seem to overlook the fact that all must know that some one sells them. It will take much elbow touch to wear away this crust of trade suspicion.

Later on in the brief Gen. Boyle says that "it is to be remembered that at no time do the operators suggest what the price is or should be. In other words, nothing more or less is done than if the sales, when made, were published in the daily press."

It is shown in the brief that W. B. Greeley, assistant forester of the United States, now in France on military forestry duty, has made statements tending to demonstrate the necessity for production and stock reports in the lumber industry.

The inspection reports of the hardwood association under the open price plan is declared in the brief to be a "vital and important element." Having the facts before him, it is stated, a hardwood operator under the open price plan can understand all the elements and "the artificial and immoral course is avoided." He goes on to say:

Under normal conditions, prices based on correct knowledge of market facts can not be other than fair, correct grading rules, honest inspection reports, production and stock knowledge in connection with market publicity, these are the constructive elements that make for fair trade practices, honest prices, market stability and efficient public service.

As already indicated there are a great variety of hardwood grades. In the nature of things the public at large has no practical understanding of grades. The fact is there is very often a lack of grade understanding even among factory and yard buyers. One of the great needs of the industry is standardization as to grade differences, thereby eliminating opportunity for deception and bringing the industry in closer touch with the source of demand.

In conclusion, the brief says in part as follows:

In a word, let it be understood that our plan in no wise undertakes to cloak a price fixing or output curtailment combination. Each member is left absolutely free to manufacture to his capacity and charge such price as he pleases. There are no penalties, obligations, reciprocal understandings or scheme to act in concert. We do seek to bring order out of confusion that we may overcome ancient trade abuses. Abuses that have sapped our timber supply and all too often overreached the consumer of our products.

Gen. Boyle has been talking with Federal Trade Commission people about the formal complaint some time ago instituted by the commission against a number of northwestern retail lumbermen charging them and Platt B. Walker of Minneapolis and a Twin Cities detective agency with unfair methods of competition in fighting the mail order houses' lumber business. Gen. Boyle, with the Minnesota attorneys, represents the defendants in this case, which has been set for the taking of testimony on October 9 or 16 at either Minneapolis or Davenport, Ia.

It is said to be possible that a motion will be made to the commission before that time with a view to agreeing upon a statement of facts in this case and so avoiding the taking of testimony, with all the time, labor and expense involved in such procedure, at least so far as the defendants are concerned who acted in perfect good faith. It is understood that friends of the defendants and of the lumber industry feel that if the activities of the defendants really constituted unfair competitive methods they should be stopped. It is pointed out that there is no penalty attached to the law, the only remedy under which is for the commission to issue an order for the defendants in any formal complaint to cease and desist their alleged unfair practices.

As every accident is due directly or indirectly to carelessness, the result would indicate that woodworkers are rather careless in their habits.



The Shrinkage of Wood



The worker in wood has the problem of shrinkage before him always. It may be a serious and perplexing problem, or it may not amount to much. It depends upon the kind of wood and how it is being handled.

When green wood is subjected to dry heat it parts with moisture and contracts in volume, but no precise ratio exists between the quantity of water expelled and the extent of the shrinkage. Actual tests are required to show

the contraction in bulk of a certain kind of wood during the drying process; and in order that one wood may be compared to another, it is necessary that all be subjected to the same treatment. That usually consists in reducing the specimen from a green to an oven-dry state. Oven-dry wood is drier than it is ever made in a kiln.

Wood shrinks more rapidly toward the end of the seasoning process than near the beginning. It does not shrink equally in all directions; but most tangentially, next radially, and least lengthwise. Tangential shrinkage lessens the circumference of a round log; radial shrinkage lessens its diameter; and lengthwise shrinkage shortens it. Shrinkage in all three directions lessens the log's volume.

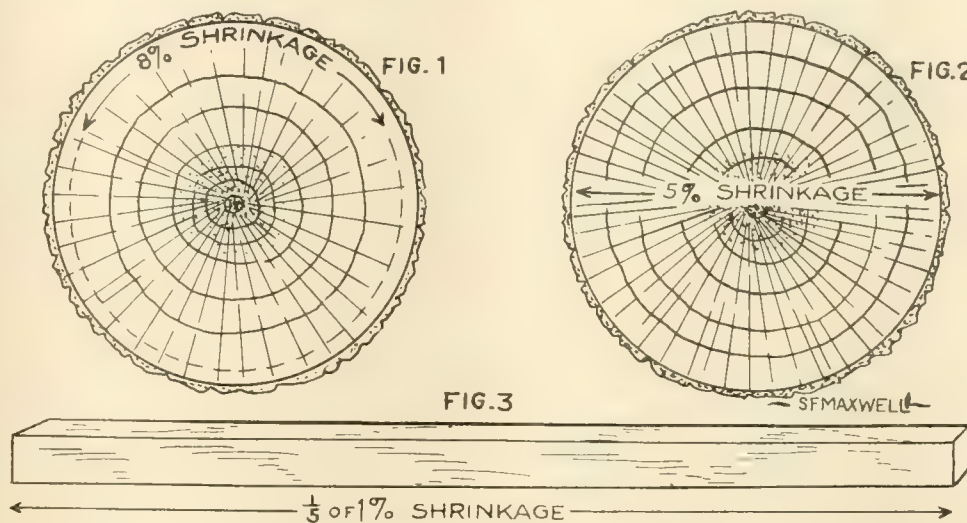
It is not possible to name a precise rate or amount of shrinkage for wood. Each kind has a rate or amount of its own; and the behavior of one is no guide to the behavior of others, because one may contract two or three times as much as another. As nearly as averages can make a rule, it may be worded thus: Wood shrinks lengthwise one-fifth of one per cent; radially five per cent; and tangentially eight per cent. A round log 42 feet long and 20 inches in diameter when green, would, if the above rule is applied, have the following dimensions when oven-dry: Length, 41 feet, 11 inches; diameter, 19 inches; circumference, 56 inches (a reduction of about four inches in circumference).

It should be clearly borne in mind that these figures are intended to apply in a general way only, are based on averages, and may not hold true if applied to a particular wood. In many individual cases they certainly do not hold true.

SHRINKAGE IN VOLUME.

The theoretical instance above given of the shrinkage of a log while in the process of seasoning from the green to the oven-dry state, makes it clear what is meant by volume shrinkage. For comparison's sake, figures are given below of the volume shrinkage of a number of woods. Each log, block, or parcel of wood is understood to contain exactly 1,000 board feet in its green state, and the problem is, to ascertain how many feet will be lost in changing it to an oven-dry condition.

The data from which these values have been calculated were recently published (in the form of percentages) by the Forest Products Laboratory, Madison, Wis., in Bulletin No. 552. This bulletin, which was compiled by H. S. Betts, from the work of various persons, is one of the most valuable, from the lumberman's standpoint, ever issued by the Forest Service. It deals with the



THREE DIRECTIONS OF SHRINKAGE

Fig. 1, tangential shrinkage, may be 8 per cent. Fig. 2, radial, 5 per cent. Fig. 3, lengthwise, only one-fifth of 1 per cent.

seasoning of wood. Figures on the volume shrinkage of woods in passing from a green to an oven-dry state follow:

Feet in
Wood 1,000 lost by
shrinkage

HICKORY

Shagbark hickory 166
Pigment hickory 172
Mockernut hickory 177
Shellbark hickory 192

ASH

Blue ash 117
Pumpkin ash 120
Green ash 125
Biltmore ash 126
White ash 131
Black ash 152

OAK

Burr oak 127
Calif. black oak 131
Yellow oak 142
Red oak 143
White oak 157

Post oak 162	Yellow buckeye 120
Canyon live oak 162	Cherry 121
Spanish oak 163	Magnolia 123
Water oak 164	Tupelo (cotton gun) 124
Chestnut oak 167	Red alder 126
Swamp white oak 177	Silver bell 126
Willow oak 189	Cottonwood 130
Laurel oak 194	Fraser umbrella 130
Cow oak 194	Chinquapin 132
MAPLE	
Broadleaf maple 116	Willow 135
Soft or silver maple 120	Cucumber 136
Red maple 125	Black gum 139
Sugar maple 145	Hackberry 139
ELM	
Cork or rock elm 141	Sycamore 141
White elm 144	Mountain ivy 144
Slippery elm 145	Chestnut 146
MISCELLANEOUS HARDWOODS	
Buckthorn casahuate 76	Sweet birch 150
Honey locust 86	Sourwood 152
Osage orange 89	Basswood 155
Yellow locust 98	Beech 161
Butternut 102	Holly 162
Sassafras 103	Paper birch 163
Black walnut 113	Yellow birch 168
Aspen 113	Madrona 169
Yellow poplar 114	Dogwood 185
	Serviceberry 187
	Witch hazel 188
	Eucalyptus 225

The omission of red gum from the above list may be noted. The government bulletin from which these values are taken quotes no data for that wood.

The list below gives the shrinkage of various soft woods.

Wood	Feet in 1,000 lost by shrinkage	Wood	Feet in 1,000 lost by shrinkage
PINES		Balsam fir 108	
White pine 78		Grand fir 109	
Sugar pine 84		Douglas fir 121	
Jeffrey pine 99		Noble fir 136	
Western yellow pine 99		Lovely fir 141	
Jack pine 104		OTHER SOFTWOODS	
Table mountain pine 109		Northern white cedar (arbor vitea) 70	
Pond pine 112		Western red cedar 81	
Lodgepole pine 114		Yew 97	
Norway pine 115		Engelmann spruce 104	
Western white pine 115		Hemlock 104	
Pitch pine 117		Sitka spruce 112	
Longleaf pine 122		Bald cypress 115	
Loblolly pine 126		Red spruce 118	
Slash pine 127		Western larch 132	
FIR		White spruce 148	
Alpine fir 90		Tamarack 136	
White fir 102			

The Mail Bag

B-1134—Oak Dimension Wanted

Middletown, Conn., August 26. Editor *HARDWOOD RECORD*. We are in the market for dimension oak under the following sizes: Clear quartered white oak, 14"x6"x32, 14"x6"x30, 14"x6"x15, 24"x24" and 24"x19; plain white oak, 14"x24"x42.

B 1135—Wants Birch Veneers

New York, N. Y., September 5. Editor *HARDWOOD RECORD*. We cannot seem to get prices on carload lots of sawed birch veneers 1/8", 1/4", 3/8", 6" and 10" up. If you could get us in touch with a list of men who furnish veneers of this kind it will be greatly appreciated.

B 1136—Wants to Buy Oak

Rochester, N. Y., September 6. Editor *HARDWOOD RECORD*. We expect to be in the market in the very near future for the following lumber, and would appreciate it if you will send a copy of the specification to any and all people who you believe will be in a position to furnish any part of our requirements.

Kindly inform anyone to whom, or to whom this specification that immediate action is requested and necessary:

500,000 to 600,000 feet of 3/4" No. 1 common plain white oak, 7 1/2" and up wide, random lengths up to 16'. No objection to short lengths.

We will also consider quotations on the following:

400,000 to 500,000 feet 3/4" firsts and seconds plain white oak, 7 1/2" and up wide, random lengths up to 16'. No objection to short lengths.

We would also like information concerning stocks and prices on plain red oak, white ash and second-growth hickory. The above specification covering grades, thickness, widths and lengths.

Anyone interested in the inquiry may have the name of the inquirer immediately by addressing *HARDWOOD RECORD*, Editor.

Clubs and Associations

A Correction

The statement in the last issue of *HARDWOOD RECORD* indirectly suggesting a connection between the Southern Hardwood Emergency Bureau and the Hardwood Manufacturers' Association of the United States was obviously in error. The bureau was organized purely to expedite the government purchases of southern hardwood lumber and has no connection with any trade association.

The following letter has just come from the bureau referring to the wrong impression that might have been given by the item in the last issue.

In your reference to the Southern Hardwood Emergency Bureau, page 33, last issue of *HARDWOOD RECORD*, you state the Hardwood Emergency Bureau sent the following letter from Washington, D. C., to the Hardwood Manufacturers' Association for the purpose of enlisting the co-operation of all hardwood manufacturers in the efforts of the bureau to schedule the complete facilities of the country for handling the government's needs in hardwoods. It is unfortunate that you have stated that this request was sent to the Hardwood Manufacturers' Association. It was not sent to the Hardwood Manufacturers' Association, and the Hardwood Manufacturers' Association as an association has nothing whatever to do with the Southern Hardwood Emergency Bureau, which is a separate and distinct organization covering the entire lumber producing capacity of the country and to which bureau any manufacturer of hardwood lumber is eligible for membership. The letter referred to was sent out by the representatives of the Southern Hardwood Emergency Bureau at Washington to all lumber trade papers as the best medium of appraising all manufacturers of hardwood lumber, and if in the hurry of getting up mailing lists their names had been overlooked that they might take the matter up direct with the Emergency Bureau at their Cincinnati office.

It is too late, of course, to correct this now, but in referring to the Southern Hardwood Emergency Bureau please do not connect that bureau with the Hardwood Manufacturers' Association, and oblige.

Sixth Annual Safety Congress

The sixth annual congress of the National Safety Council will hold its sessions September 11 to 14, in Hotel Astor, New York City. The congress will be divided in more than a score of sections, each with its special program which covers topics of particular interest to the members of that section. The National Safety Council has its headquarters in the Continental and Commercial Bank building, Chicago. L. R. Palmer is president. The lumber and woodworking sessions will be held on Thursday and Friday, September 13 and 14.

Northwestern Logging Meeting

About sixty delegates, representing lumber companies of the Lake States, met at Oshkosh, Wis., Aug. 30, as a logging association where problems and conditions were discussed. Most of the delegates were from Wisconsin. The next meeting of the association will be held in Milwaukee at a date to be fixed.

Southern Logging Association Meeting

The annual meeting of the Southern Logging Association will be held at Greenwood Hotel, New Orleans, October 24, 25 and 26. An excellent program is being prepared by President Oscar Marsan, and a large at-

tendance of logging superintendents is expected. "Men Efficiency" will be one of the topics for discussion. The subject of laying out main lines and short spurs will be another item on the program. Diseases among horses and mules will be discussed, and suggestions will be offered, looking to prevention.

Memphis Seeks Foreign Trade Office

The Southern Hardwood Trade Association, the Cotton Exchange, the Merchants' Exchange, the Chamber of Commerce and other commercial organizations of Memphis are anxious to secure a branch office of the Department of Commerce for Memphis to facilitate obtaining export licenses necessary for all commodities sent to Canada, Europe or neutral nations generally. Memphis is a big exporter of lumber and other forest products and it is likewise a large exporter of cotton and cotton seed products and those identified with this business feel that expensive delays will follow if it is necessary to make application to representatives of the Bureau of Domestic & Foreign Commerce at New Orleans or St. Louis for these licenses which are absolutely essential to doing an export business under present conditions affecting the foreign movement of practically all commodities.

The various organizations are bringing the subject to the attention of the authorities at Washington in the hope that facilities may be provided here for issuing the licenses without the worry and loss of time incident to securing them from some other point.

Pushing Oak for Furniture

The scarcity and high price of steel has made an opening for the use of wood in the manufacture of certain kinds of furniture which has heretofore been made of metal. The dealers in oak are not backward about meeting the needs of furniture makers who cannot longer use metal. J. T. Kendall, secretary of the American Oak Manufacturers' Association, has sent letters to manufacturers of metal furniture and cabinets, offering to assist them in the purchase of oak. Following is a copy of Mr. Kendall's letter:

Owing to the great scarcity of steel and other metals which are being used and conserved for war purposes we presume you will be using considerable oak in the manufacture of your products. The government is needing all the steel now that can possibly be turned out, and if in line with the policy of conservation of war materials as advocated by President Wilson, the Chamber of Commerce of the United States and other commercial organizations, it is your intention to take up the use of oak, this association desires to assist you in securing all the material which you may require. We would thank you to advise us as soon as you can of what your needs will be so that our members can cut the stock which will fill your requirements. Also, if you should happen to be in the market for any oak now and will send us a list of your requirements on the enclosed postal card, we will gladly bulletin this information to all of our members and those in position to furnish you this stock will then quote you direct.

Resolutions by Lumber Dealers

The National Wholesale Lumber Dealers' Association will offer a set of resolutions at the war convention of American business men, which will meet at Atlantic City, N. J., September 18-21. The convention was called by the Chamber of Commerce of the United States. The delegates who will represent the lumber dealers are P. R. Babcock, Pittsburgh, Pa.; C. H. Prescott, Cleveland, O.; R. G. Kay, Philadelphia, Pa., and M. E. Preisch, North Tonawanda, N. Y. The resolutions follow:

WHEREAS, For a number of years the lumber industry of the United States has been endeavoring to overcome innumerable obstacles that have stood in the way of its prosperity; and,

WHEREAS, By reason of the naturally scattered sources of original supply, the various processes of manufacture, and the difficulty, in time of freight congestion, of securing prompt and adequate shipping facilities, it is peculiarly subject to large and irreparable losses, wherever and whenever unusual delays occur in the transporting material to the ultimate consumer; and,

WHEREAS, The Government has properly assumed control over matters of shipping during the war—

Now, therefore, be it resolved, that in order to conserve the vast interests involved in the lumber industry and provide a prompt supply of this material so indispensable to virtually all constructive industries throughout the United States, we most respectfully urge upon the Priority Shipping Board the wisdom and necessity of preserving to this industry the right of priority in shipment, to which it is manifestly entitled; and in order that the various works of construction, in which the nation at large is so vitally interested, may proceed without interruption and the general prosperity of the country thus promoted.

Cars of Standard Design Likely

J. T. Kendall, secretary of the American Oak Manufacturers' Association, Memphis, has written a letter to the board of commercial economy, Council of National Defense, at Washington, suggesting that the standardization of car designs for all the railroads would eliminate a great deal of lost motion from the viewpoint of the lumber manufacturer and the car builder and would prove decidedly advantageous to both. He says that, if standard designs were adopted for all the railroads instead of separate designs for each manufacturer of oak car stock could carry a supply of this at all times, with the assurance that a market could be found therefore. He emphasizes the fact, however, that, with different designs, on each railroad, manufacturers of oak car stock have to cut this to order and cannot afford to risk cutting it until the order is actually in hand. He also emphasizes that the necessity of manufacturing the stock to order not only involves a great deal of time but that it also entails greater expense.

His letter was referred to Daniel Willard, of the advisory commission, Council of National Defense, who has commended the idea and who has given assurance that the railway executives have a special committee of

mechanical engineers working out the practical details of a standard car design to be used by all the roads. He says the subject has been considered seriously for some time and that the board appreciates the suggestion of the association because it is both feasible and practicable, as well as highly beneficial.

Seek to Cultivate Southern Cutover Land

Negotiations are being conducted between John W. McClure, president of the Southern Alluvial Land Association, with headquarters at Memphis, Tenn., and Herbert C. Hoover, in charge of carrying out the provisions of the food control bill, looking to the use of cutover lands belonging to members of the association for the cultivation of corn, wheat, oats, peas and other foodstuff crops. Members of the association own hundreds of thousands of acres of these fertile lands and the negotiations are being conducted with a view to trying to reach a basis of use that will be satisfactory to all concerned. Just what basis is being discussed is not known.

Members of the association co-operated enthusiastically with the government this spring and summer in the devotion of a large part of their cut-over lands actually in cultivation to the growing of foodstuff crops and they realize that co-operation is even more desirable and helpful now than at that time. Members are restricted, however, as to their financial ability to clear these lands and put them in cultivation. Drainage must be completed and stumps and other obstacles must be removed. Demonstrations are being made now under the auspices of the association to show members how to remove stumps by blasting them with cheap powder and then burning or pulling them.

The fact that crops can be grown abundantly on these cutover lands has been proven beyond all question during the current year and there is therefore no experiment about their use. If the government and the owners can get together, there will be a vast new field rendered available, a field scarcely with an equal and certainly without a superior in the matter of soil fertility or crop productiveness.

Conference on Contract Forms

As the result of conferences extending over two months, the Interdepartmental Cost Conference recently made public its recommendations that where fair prices can be obtained, war contracts should be in the form of straight purchase-and-sale contracts at fixed prices, that the cost-plus contract may be necessary where the production involves difficult and complicated manufacturing effort or conditions which cannot be clearly foreseen, and that in cost-plus contracts a fixed profit of a definite sum of money per article be agreed upon as far as possible, instead of the percentage of cost.

The conference was organized by Secretary Redfield and Burwell S. Cutler, acting chief of the Bureau of Foreign and Domestic Commerce, of the Department of Commerce, and representatives of the most interested Government bodies took part in the meetings.

On the conference, as now constituted, the War Department has twelve members, the Navy Department seven, the Federal Trade Commission three, the accountability committee of the War Industries Board, Council of National Defense, three, and the Food Administration one. J. Lee Nicholson, chief of the Division of Cost Accounting, of the Bureau of Foreign and Domestic Commerce, is chairman of the conference, and H. P. Seideman of the Institute for Government Research, is secretary. Representative business men of the country have appeared before the conference.

A document issued recently contains detailed recommendations for contracting officials which is intended to suggest some of the broad economic and equitable points involved in war contracts, and to express the preference of the conference for a straight purchase-and-sale contract at a fixed price, since it is simpler in terms, easier to work under, and generally speaking productive of quicker and better results.

There is also a comprehensive manual on cost definitions, including recommendations for rolling cost data in connection with war business as well as private business.

Very interesting to note is the fact that for the first time in the history of this government, or in the history of any other, so far as is known, representative business in varied lines was summoned for the purpose of deliberating on the above contract forms and cost definitions as they might see fit to make. Many of these recommendations have been embodied in this work published by the government.

Retailers Consider Progressive Suggestions

The National Retail Lumber Dealers' Association held its first annual convention at the South Shore Country Club in Chicago on Friday, September 7. There was a very substantial attendance of retailers from the East and middle western territory.

Important work was transacted throughout the sessions, the feature being an address by W. G. Hollis, Minneapolis, entitled "Suggestions for Co-ordinating the Retail Association Business." The point on which his idea hinges is the inauguration of a house organ plan involving the publication of a national magazine to be distributed by the 10,000 or more retail lumber dealers of the country. This magazine can be sent to prospective ultimate consumers of lumber and could be maintained as a business proposition just as any other national magazine, but directly in behalf of the lumber interests. With this as a foundation other departments could be maintained inclusive of traffic bureau, department of grading and inspection, legislative department, legal department, insurance department and an

advertising department, it being estimated that the tremendous circulation possible through a magazine distributed in this way would make feasible the solicitation of national advertising of a high-class character, the revenue from which would maintain the departments suggested.

Other speakers were Julius Seidel, St. Louis, Mo., whose address was entitled "Why the Retail Lumber Business Suffers in Comparison with Other Lines, and the Remedy for the Situation;" Warren J. Duffy, Toledo, O., who spoke on the "Needs of the Retailers;" W. R. Hudson of Detroit, Mich., who presented suggestions for solicitors in behalf of retail dealers; Edward Hines of Chicago, whose subject was "Why There Is Many Times a Lack of Unity Between Mills and Retail Dealers and How It May Be Overcome;" R. B. Goodman, Goodman, Wis., acting president of the National Lumber Manufacturers' Association, who told how the National Lumber Manufacturers' Association and the retailers' association can co-operate.

The evening was given over to extensive entertainment at the Country club.

The officers for the first year were:

PRESIDENT, Fred J. Robinson, Detroit.

FIRST VICE-PRESIDENT, Julius Seidel, St. Louis, Mo.

SECOND VICE-PRESIDENT, Elmer A. Diebold, Pittsburgh.

TREASURER, John Clancy, Chicago.

DIRECTORS: W. M. De Laplante, Buffalo; F. J. Schroeder, Milwaukee; R. J. Burnes, St. Paul; J. H. Doppes, Cincinnati; Guy Gray, Cleveland; L. L. Seibel, Kansas City; T. R. Brown, Louisville; A. M. Melone, Minneapolis; O. A. Huey, Indianapolis; E. J. Bunker, Detroit; Charles A. Bowen, secretary.

The new officers for 1917 and 1918 are:

PRESIDENT, Elmer A. Diebold, Pittsburgh, Pa.

SECOND VICE-PRESIDENT, Julius Seidel, St. Louis, Mo.

SECOND VICE-PRESIDENT, R. B. Burnes, St. Paul, Minn.

TREASURER, John Clancy, Chicago, Ill.

SECRETARY, Charles A. Bowen, Detroit, Mich.

DIRECTORS: William Ryan, Toledo, O.; J. E. Bold, Pittsburgh; F. J. Schroeder, Milwaukee, Wis.; R. B. Burnes, St. Paul; E. J. Bunker, Duluth, Minn.; O. P. Huey, Indianapolis, Ind.; Theodore E. Reebtin, Evansville, Ind.; N. H. Parsons, Rockford, Ill.; A. J. Deming, Erie, Pa.

Hardwood Men Show Eagerness to Serve Government Needs

There is report of quite a fight on at Washington between different factions of hardwood lumbermen, namely, the manufacturers on one hand and the wholesalers on the other hand, over the question of prices for government war business and competition to see which group will get the business.

Recently the Southern Hardwood Emergency Bureau opened offices in the Munsey building, with E. E. Myers as secretary in charge. Mr. Myers is on the ground getting in touch with government officials in the various departments which buy hardwood lumber or its products. On the other hand, Frank Fish, secretary of the National Hardwood Lumber Association, has also been in town.

Just at present their differences are concentrated chiefly on the question of oak stock for wooden ships. The hardwood emergency bureau has quoted a price averaging \$105 per 1,000 feet for such oak stock, to the shipping board and its emergency fleet corporation. This price, representatives of the wholesale interests are saying, is too high. They claim that the wholesalers will furnish the necessary stuff at lower prices. The manufacturers retort that the wholesalers can furnish some stuff at lower prices, but that it will not in many cases come up to the rigid specifications of the government.

The shipping board has attached to its staff recently F. K. Paxton of Bristol, Va.-Tenn., as assistant purchasing agent of the emergency fleet corporation in connection with the purchase of hardwood materials for ship building. Mr. Paxton is reported as seeking to bring pressure to bear upon the hardwood manufacturers to reduce their prices, but in behalf of the manufacturers it is stated that they have not done so and will not do so. They believe that they alone can furnish the stuff and that the prices they ask are reasonable, though on some items of oak in the wooden ship schedule they run as high as \$150 per 1,000 feet.

The latest development in connection with the situation was the publication September 6 in the Official Bulletin of the government of the following:

Shipyards building wooden ships for the government are in the market for extra large white-oak construction timbers or logs of good quality. The 2,000-ton ships now building each require two rudderposts of this species, 14 by 24 inches, 40 feet long. Logs measuring 28 inches in diameter at the small end will cut out such timbers and are worth (end of August) from \$50 to \$60 per thousand board feet measured in the log. Sticks hewed or sawed to this size will bring \$70 to \$80 per thousand board feet loaded on the cars within 100 to 200 miles of the shipyards. Sticks squared to the size mentioned above contain 1,120 board feet and would therefore bring from \$78 to \$90 each, f. o. b. cars at loading point.

Though these prices apply to the South Atlantic and Gulf shipyards, it is probable that they would also hold good for those located in the North. The yards are also in need of other white-oak structural timbers for shaft logs, horn timbers, deck and chock rails, and keel shoes. These range in size from 6 to 8 inches by 20 to 30 feet long to 14 by 14 inches 18 feet long.

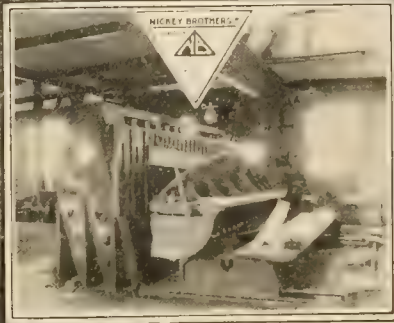
Farmers having white-oak trees that will produce timbers of these sizes are urged to take advantage of the demand for such material and get in touch with shipbuilding concerns.

Farmers living in the vicinity of port towns could probably secure from the secretary of the board of trade or chamber of commerce of such places the names and addresses of shipyards at such points, or a list of eastern shipbuilding firms can be obtained upon application to the Forest Service, Department of Agriculture.

It is claimed that this originated with forestry officials who have to do with the development of farm woodlot resources, but manufacturers say

(Continued on Page 23)

FIGURED GUM



Our Log
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY

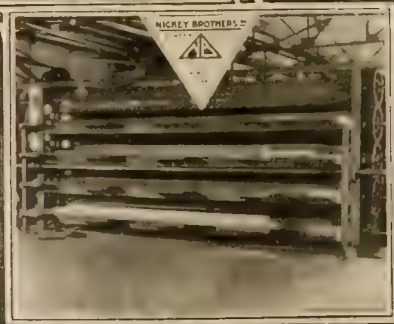


Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Drying



NICKEY BROTHERS INC
MEMPHIS

Natural Defects in Veneer Logs

Reasons Why Prices of the Finished Product Cannot Be Reduced



ANY THINGS influence the cost of veneers other than labor, equipment and overhead. One of these things consists of the group of natural defects in logs. They are a part of the log itself and are independent of seasoning defects or dry kiln troubles, or of bad manufacture. Where the log is not perfect, some of the veneer will be imperfect, and it must be rejected or placed in a lower grade. That means expense without compensating profit and it is bound to appear in the final balance sheet which shows profit and loss in the operation.

Knots constitute a common defect. Every tree has them somewhere in its trunk and the veneer knife finds them. They may not appear on the surface of the log, and some logs are clear stuff all the way through, but if the whole tree is cut in veneer, it may be accepted as a certainty that the knife will find knots, and wherever a bad knot is found it means a loss to the mill which is cutting the stock. Sheets or parts of sheets must be degraded or else rejected altogether. It is no fault of the mill. It is nobody's fault, but simply a circumstance which must be taken account of.

Sometimes a knot improves a sheet of veneer by giving it figure, but that is not the usual outcome. The profit is in the clear wood where knots do not occur, and when a log with knots goes into a veneer mill, it may be taken for granted that the product will be lowered in value accordingly. This holds true whether the veneer is rotary, sliced, or sawed, but since most veneer is rotary cut, it follows that most damage from knots occur in rotary stock.

FIGURING THE LOSS

The loss on account of knots is relatively smaller in low grade stock than in high, because the knots go in with the clear. But in veneers intended for exacting uses, a knot is a passport to the scrap pile or cull heap. Where appearance is not important, a sound knot may pass in veneer as in lumber, provided that uniform strength is not essential. A knot hole has no strength, and a bad knot is simply a disguised knot hole.

It is fortunate that the many uses for which veneer is wanted lessens the loss that would result if it could be used in high class work only. What is useless in one kind of work may pass elsewhere, and in that way a system of sorting apportions the different grades among the industries that can use them so that the final scrap pile may not be so large. But that does not change the fact that poor material means loss to the manufacturer.

WINDSHAKES AND WEATHERCRACKS

Knots are not the only defects of living trees which cause loss to the veneer manufacturer. Windshakes and frost cracks are common. These consist of cracks near the bases of trunks, some of the cracks being circular in

form, others transverse. The precise origin of the two kinds may not be very clearly defined, but they are supposed to be due to the swaying of the trunk by the wind, or to the splitting of the wood along weak lines by ice in winter. However, the origin of the cracks is not important. The main thing is that such defects exist in some trees and have direct bearing upon the quality of the veneer and upon the price at which it must be sold. To make the matter worse, the cracks are found in the butt logs where the best wood ought to be found. However, the worst cracks lie near the heart of the tree, and in rotary stock, the tree heart is rejected because the machine cannot cut down to it, but in sliced or sawed veneers, the heart is worked as well as the outer portions of the trunk, and every crack causes loss when the stock is graded. No skill on the part of the cutter can make good veneer from defective wood, and the necessary loss must be taken in account in fixing prices which will place the business on the proper side of the ledger. A redeeming feature in working timber of that kind is that bad cracks do not usually occur in the outer portions of logs and therefore rotary veneer escapes in many cases.

OTHER DEFECTS

Some kinds of hardwoods contain pith flecks. This name is applied to brown spots and streaks, each quite small when considered separately, but in the aggregate they may lessen the value of wood by their unsightliness and also because wood is weakened by them. A sheet of veneer may be so weakened that it will break along the brown streak. This defect is seldom very serious, and sometimes it attracts little or no attention.

The pith fleck is caused by the boring of a small beetle in its larval stage. It eats passages up and down a tree trunk, just under the bark, journeying to and fro, from the branches to the ground, cutting a new passage at each trip. Though the galleries thus made are no larger than a darning needle, they fill with brown substance and remain a blemish in the wood as long as the tree lives. Year by year new layers of wood cover them, and year by year new broods of beetles have fresh galleries just beneath the bark. By that process, long continued, the wood of the trunk may be disfigured from the heart outward. All trees are not subject to that injury. Birch, particularly river birch and paper birch, suffers considerably, likewise willow, cottonwood, hornbeam, cherry, mountain ash, basswood and soft maple.

WOOLLY WOOD

The veneer manufacturer occasionally finds a log which produces what is known as "woolly wood." The grain is not smooth. Very small splinters rise on the surface of the sheet and give it the appearance which is responsible for the name woolly. Veneers of that sort are useless for certain kinds of work. The surface cannot be polished

or made smooth. If one fleece of the wool is removed, another takes its place. The defect is in the wood, not in the machinery, nor is it due to bad manufacture. Something is wrong with the fibers or cells of which the wood consists; they did not grow in the usual arrangement, and their free ends, when the knife has passed, rise up like fuzz.

No matter what the exact cause may be, the effect is to lower the value of the veneer and bar it from certain factories where it is not wanted. It is not a very common defect and loss on account of it is moderate, but it is occasionally met with. Probably it occurs in mahogany as often as in any other wood, but it is found sometimes in walnut, and more frequently in cottonwood.

TENDENCIES IN PRICES AND PRODUCTION

When all things which may degrade wood are taken into account, it becomes evident that the veneer manufacturer does not have smooth sailing all the time. Many items must be charged to the loss side of the ledger. It is not encouraging to be told that these undesirable items are apt to increase in the future because the timber in

the future will not measure up with the past or the present. Inferior trees will increase the pro rata output of defective veneers. Manufacturers will be compelled to scout far and wide to find good logs, and, of course, they must ask higher prices to make up for increased cost of production.

The use of veneers seems to be increasing in spite of the tendency toward higher prices. Calls for veneer come from so many places that the manufacturer of veneer must exert himself constantly to meet the demand. The cheapest class of shipping box or berry basket is made of veneer, and also the finest panel demanded by the furniture factory. The call extends to all intermediate grades. This opens a market for every class of stock, cheap or fine, high or low, and while the difficulties in the way of producing the best are on the increase, the demand for lower grades increases also. So far as can be seen, the tendency is toward greater production, with every commercial wood contributing to the supply and with higher values for the higher grades because of greater cost of production.

Veneer Lengths and Shrinkage

There are many things which can be said about lengths in connection with the veneer business, such things as which lengths are most convenient to cut, what lengths work up best in various lines of uses, etc. Right now, however, there is a special and perhaps heretofore unconsidered point in the matter of veneer lengths to which attention is directed. This is the matter of exact lengths in stock cut to dimensions.

In promulgating its code of ethics the Rotary Gum Association said among other things that all dimension stock should be cut length specified, and if the buyer wishes an allowance he should specify stock to be billed at actual length cut.

Another paragraph in this same code pertaining to the matter of thickness insists that the machine gauge or the thickness when green shall govern, which may be regarded as implying that lengths taken when green will also govern. This point is not specifically set forth, and because of this and the fact that it may be the source of trouble, it is worth a little going into.

Back in the earlier days of the veneer business, down near the foot of Arsenal street in St. Louis, in that plant where the St. Louis Basket & Box Company has wrestled with many ideas and learned from experiments and experience many things about the veneer business, including everything from basket splints to built-up lumber, we once had a set-to about this very matter of length which comes vividly to mind upon reading the code of ethics of the Rotary Gum Association. This was back in those pioneer times. One day the superintendent came down from the office into the cutting room and pretty soon had Al Schmidt ("Smitty," we called him), the peeler boss, into a pretty warm argument. The argument waxed back and forth pretty much all day before the rest of us got on to what it was all about.

It developed that complaint had come in from a customer that veneer cut to specified lengths, drawer bottoms or some other form of insert in grooves was too short. Naturally the office climbed the collar of the superintendent, and then the superintendent came down in the cutting room with blood in his eye.

"Smitty," the peeler boss, insisted that the stock was cut exactly to the lengths ordered, and to settle this argument there was finally a checking up of the orders to verify them. Then

finally there was a bringing in of some dry stock that proved to be short.

The superintendent thought this clinched the argument and put the onus on the peeler boss. "Smitty" was a hard-headed Dutchman and he insisted that he had set his scoring knives carefully and had cut stock to exact length specified. If it had shortened afterward, he said, it must have shrunk up in drying.

The superintendent pooh-poohed this kind of argument, for he, like myself, had been trained in the old school of faith that lumber does not shrink endwise.

They finally settled the argument by taking some freshly cut stock, breaking a sheet in half, putting half of it through the dry kiln and retaining the other half intact. When the sheet came through the dry kiln it was found to be a full eighth of an inch short.

The veneer at that time was cut from cottonwood and gum. I do not recall positively whether the particular stock was cottonwood or whether it was gum, but it was immaterial, as both will shrink endwise in drying.

We had this matter with us as a subject of pretty warm noon-hour discussion and as I had charge at that time of the sawmill end adjoining the veneer cutting room, I still had some faith in the old doctrine taught by my father in the days when I was apprentice for a millwright, that there was no end shrinking to wood. In response to "Smitty's" insistence that he had proved it, proved that there was shrinkage by putting some of the veneer stock through the dry kiln, I told him that it might do with veneer stock but it wouldn't do with sawed stock, and we laid a wager on it.

Then we took a cabbage crate strip, sawed of elm, a half inch by three inches, 36 inches long, took two of them, in fact, cut exactly the same length, but we marked one and let him put it through the dry kiln next day, and I kept the other one for comparison. In the end I lost, because they shrunk that elm cabbage crate strip an eighth of an inch in length during the drying process.

All of this incident came back to me very clearly in reading of the rules laid down by the manufacturers of rotary gum veneer and



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

J. RAYNER CO.
INCORPORATED
VENEERED PANELS
ALL WOODS
SEND FOR STOCK LIST
MAHOGANY LUMBER
CARNOLL AVE. AND SHELTON ST.
CHICAGO

"EASIMOOV"

The Veneer Tape that is "Up to the Second" can be removed instantly after having served its purpose, without being sanded. Saves time and expense.

Write for sample coils

IDEAL COATED PAPER CO.
The Veneer Tape Specialists
MAIN OFFICE AND MILLS, BROOKFIELD, MASS.

I am wondering whether or not they have taken the cognizance they should of this point. It is a point in the matter of lengths that may lead to all sorts of wrangling unless it is clearly understood.

Gum, perhaps, will shrink more in length in the process of drying than any other wood used in the veneer business. Where a sawed elm strip will shrink an eighth of an inch in 36 inches it is nothing unusual for gum to shrink a quarter of an inch in this length. Moreover, in drying, the rotary cut stock will not shrink evenly and often the end cuttings may show up as if they were not square.

In quite a lot of the dimension stock cut for use in single ply it is a common practice to specify the length desired and to set the score knives on the machine to cut this length exactly. The length is cut in green stock, and if the green stock measurement is insisted upon by the veneer manufacturers there should go with this insistence an explanation of the possible shrinkage in length in the process of drying so that the customers may not be disappointed and raise a row over this matter of length, which in the dry stock will not be up to specifications.

In the final analysis the only way to get exact lengths in veneer is to trim it to the specified lengths after the stock is dried. In every-day work, however, it is often practical to make the score knife trimming answer all purposes. But often to do this it is necessary to take into consideration the probable end shrinkage and to make allowance accordingly in cutting the green lengths.

As a matter of economy it is desired to eliminate trimming wherever practical, that is, retrimming of rotary stock. It is generally trimmed with score knives to get the length even in cutting the veneer from the block, so, wherever practical, this trimming should be made to serve in lieu of the waste incident to another trimming. Where exactness in length is imperative, however, an allowance for trimming after drying will be found the best answer.

This, it seems to me, is a point about veneer lengths which has not received the thoughtful attention it merits at the hands of manufacturers and users of veneer.

J. C. F.

Letters from a Panel User

Monroe, Mich., September 8.—Can any Tom, Dick or Harry do veneering? It would seem, judging from some of the plants I have visited, that some managers think very lightly of the required ability of workmen to do this work. To properly match and lay veneers is an art and a trade all by itself.

Years ago experienced cabinetmakers were engaged to do veneering. To be sure, many of these men made good but I have found that the average cabinetmaker knows very little about woods, glues, etc. Again, he is familiar only with the method he learned and it is quite a difficult task to convince some cabinetmakers that there are better ways of doing things. So much for the workmen.

One of the old-time processes of preparing the core stock for veneer is to tooth plane the core stock. This is done so that the veneer may adhere with the maximum of tenacity to the core stock. We have no charge to make against this method other than its enormous expense. It has been found that the three-drum sander will do this work very nicely and save quite an amount of time. Drop the medium and fine paper drums, run the stock through the machine sanding with the coarse paper drum. As soon as the stock leaves the machine, remove the dust lodged in the creases. Most three-drum sanders are provided with brushes but in many cases these brushes are not used. For work as above mentioned it may be well to use the brushes and adjust them to remove all dust and dirt. By so doing no hand cleaning will be required, again saving considerable time. Some of our old cabinetmaker friends may not approve of this, though results are more satisfactory than is possible with the tooth plane.

Surprising as it may seem, the taping of veneers is done by

THERE'S A REASON

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.
"He profits most who serves best"

Everett Veneer Co.
VENEERS

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

A view which shows the class of logs we are obtaining to supply our customer's needs in Walnut



This log is one of the best that has been produced in the Central States and a number of experts on Walnut have judged the stump to be the best figured stump that has been produced in years.

PICKREL WALNUT COMPANY
ST. LOUIS, MISSOURI

We Have No Monopoly

On

Quartered Figured Red Gum Veneers;

Neither has Gillette on Safety Razors.

But—

With our years of experience and immense stocks, it stands to reason that we are in position to give better selection and better values than the mill cutting an occasional car of logs.

Let us show you the "something different" about Louisville Figured Red Gum

The
Louisville Veneer Mills

Operating Saw, Slicers, Rotary Machines
LOUISVILLE, KENTUCKY

hand. It may prove to the interest of some manufacturers to do a little investigating and make comparative tests between the cost of hand and machine taping. In cases of very small quantities (as in small woodworking plants or cabinet shops) it may not pay to buy such a machine. Whether taping is done by hand or machine, be sure to use a good grade of tape. Gummed tape is used by many manufacturers, though some trouble has been experienced and it has been found that dry canvas or cloth tape with open mesh glued to the joints is more satisfactory. When using this, the tape is glued directly on the under side, hence, to the core stock.

It is possible for small manufacturers to buy their face veneers jointed and taped. When so doing, attention should be directed to proper matching, and the stock should be inspected to see that suitable veneers were used, not small, cull or waste pieces glued up. Fortunately, very little trouble along this line will be experienced, as veneer men cannot afford to turn out shoddy goods and must satisfy their customers to get repeat orders. I would suggest to the small manufacturer that he keep account of all waste of time required to tape his veneer. This must be added to the cost of the job. Next determine the square feet, or cost per square foot, compare this cost to the charge made by veneer men and it will likely result in a saving by buying the veneer taped.

The manufacturers really making money in the panel business are the men who watch quality as closely as they do production. One will not find men asleep in the successful plants but they are not crazy about hurry up shop practices, overheating their glues, laying the veneers this, that or some other angle and removing the stock from the presses before the glue has set. Slovenly hurry-up methods are responsible for most panels going wrong. For instance, you cannot hurry the time of drying. Better start economizing at some other end.

Do not use core stock having knots or defects generally. If you do, you are going to experience trouble, and the furniture, piano, or other manufacturer you are selling to will certainly return the stock to you.

Again, we find bargain glue hunters. If there is any manufacturer who can afford to be independent these days it is the manufacturer of glue. Some of you may think that you are buying glue below the market price, but are you getting the same grade? How many of you really know how to determine glue quality and how to grade glues? There is as much difference between certain grades and makes of glue as there is between rain and sunshine.

A serious problem in many panel factories is that of loose veneer. Sometimes it is loose crossbanding and sometimes it is the face veneer and sometimes it is both. Sometimes the trouble manifests itself in the form of blisters scattered here and there over the surface, and sometimes the whole sheet of veneer appears to be coming loose. The chief causes which lead up to this species of trouble are: overheated cauls, old worn out cauls, poor or thin glue, overheavy glue, wet veneer or core stock.

Is veneering going to remain an art, or will people insist upon solid goods? The scarcity of fine woods proves that we must continue veneering furniture, pianos, interior work, etc. However, if we are to succeed we must be able to produce as good an article veneered as it would be solid. The public is demanding veneered work these days. A few years ago they would not accept it and in many cases the dealer would represent veneered furniture as solid, fearing if he told the truth he would lose the sale.

It would be utterly absurd to suppose that the time will come when veneer will no longer be used. As time goes on this will become more and more necessary.

A. T. DEINZER.

At Augusta, Me., the Standard Veneer Company has been incorporated and has an authorized capital of \$40,000, while at Houlton, in the same state, the Northern Woodenware Company has incorporated, its capital being \$100,000.

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

The Measurement of Veneer

How It Differs from the Measurement of Logs and Lumber

When logs have been cut into veneer, the thin sheets are measured on the surface only. It is called superficial measure and includes one side only. Thus a sheet three feet wide and three feet long contains nine feet of veneer without any regard to the thickness of the sheets. The maximum thickness does not exceed five-sixteenths of an inch in regular stock, and it may be almost anything thinner than that. In rare cases, sheets have been cut to the thinness of one-thousandth of an inch. A sheet of that extreme thinness, three feet long and three feet wide, would measure nine feet of veneer.

Government reports of veneer output, published in past years, have been somewhat confusing because the measure is not based on the surface dimensions of the sheets, but on log measurements. For example, the government report of the output in 1909 gave the total cut for the country at 435,981,000 feet. It is plainly stated in the report that this is log scale. The logs were measured before they were converted into veneer, and the figures show the quantity of logs. But when the total is quoted, without the statement that it is log measurement, it confuses the veneer manufacturer who is accustomed to think of surface measure only. He knows that according to surface measure the total of 435,981,000 feet is too small. When the basis of measurement has been explained, the misunderstanding disappears.

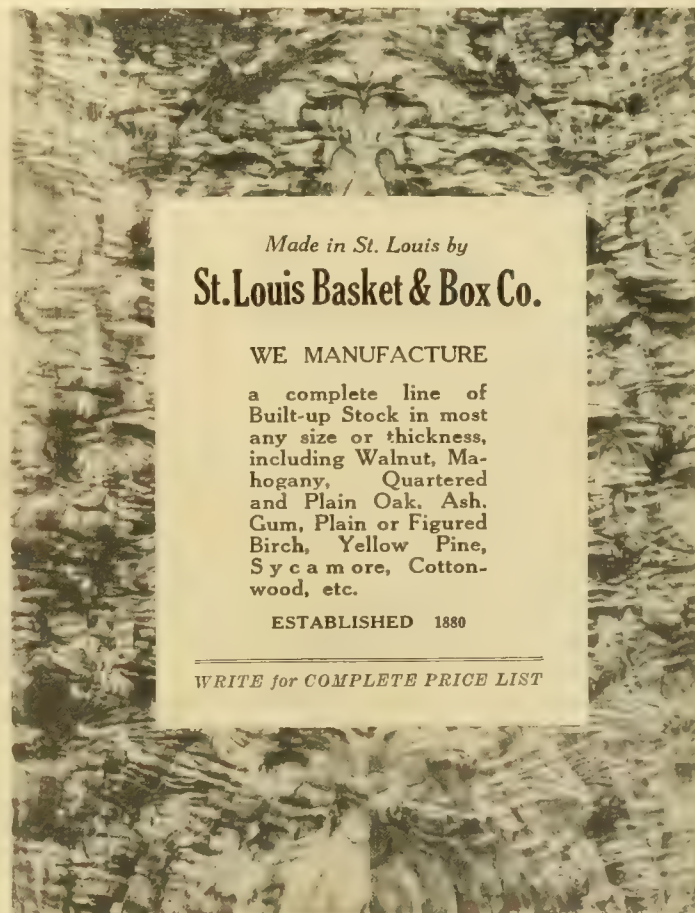
Lumber is measured on the basis of boards one inch thick. That thinner than one inch is still considered to be an inch thick when it is measured. Thin lumber is really measured on the surface the same as veneer. That is where the two measurements, lumber and veneer, have a common meeting place.

If logs are measured, it is generally for the purpose of ascertaining how many feet of inch boards they will cut. Suppose the logs scale 100,000 feet. If they are then sawed into lumber, it is presumed that they will yield 100,000 feet of inch boards; but if they are sent to the veneer mill and cut into thin sheets, there is no way of telling how many surface feet of veneer will be produced, unless it is known how thick the sheets will be. That cannot be taken for granted as in lumber; for while all lumber measurements are made on the basis of one inch thickness, veneer has no standard thickness accepted by common consent for measurement purposes.

It is not known how many feet of veneer, surface measure, are made annually in the United States. Something more than 500,000,000 feet of logs go to veneer mills annually to be sliced, sawed, or cut by the rotary process; but no statistics seem to have been collected to show how many surface feet are produced. To say that half a billion feet of logs are converted into veneer gives no

adequate idea of the total according to veneer measurement. It would probably be entirely within reason to say that the country's cut per year, veneer measure, is not less than 5,000,000,000 feet and it may be much more than that, because if the sheets averaged one-tenth of an inch thick, the above total would be about right, but the average thickness may be less than one-tenth of an inch.

A log which will make 500 feet of inch lumber, should make at least 4,500 feet of one-tenth inch veneer, sliced or rotary. If rotary cut, the core causes considerable waste, because the knife will not operate all the way to the center of the log; but this will be made good, at least in a large log, by the absence of sawdust in the veneer operation. Theoretically, a log that will saw 500 feet of inch lumber, ought to make 5,000 feet of veneer, one-tenth of an inch thick. It may fall short or run above that figure in practice. Perhaps large veneer mills have figures on that subject; but there seem to have been few figures published to show a comparison between log measurement and the actual production of veneers of various thicknesses, and cut by the different methods.



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a complete line of
 Built-up Stock in most
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 including Walnut, Ma-
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 and Plain Oak, Ash,
 Gum, Plain or Figured
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 wood, etc.

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WRITE for COMPLETE PRICE LIST

The Dean - Spicker Co.

Manufacturers of

VENEERS

Oak—Mahogany—Walnut

AND

LUMBER

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CHICAGO

It is evident that the thinner the veneer the greater the number of superficial feet that may be cut from a given quantity of logs, and sliced or rotary stock will yield more than if the stock is sawed, because in making the sawed stock the dust is wasted, and in the sliced there is no dust.

According to government statistics, the proportion of rotary cut veneers per annum runs in about as follows:

Thickness in Inches	Feet Log Measure	Thickness in Inches	Feet Log Measure
Five-sixteenths . . .	26,150,000	One-twelfth	9,348,000
Thirteen-forty-seconds	200,000	One-fourteenth	285,000
Nine-thirty-seconds . .	3,597,000	One-fifteenth	78,000
One-fourth	52,044,000	One-sixteenth	37,355,000
Seven-thirty-seconds	1,313,000	One-seventeenth	185,000
One-fifth	13,563,000	One-eighteenth	2,106,000
Three-sixteenths . . .	95,402,000	One-twentieth	17,328,000
One-sixth	12,163,000	One-twenty-first	25,000
Five-thirty-seconds . .	7,255,000	One-twenty-second . .	1,909,000
Two-thirteenths . . .	155,000	One-twenty-fourth . .	2,472,000
One-seventh	9,842,000	One-twenty-sixth . . .	186,000
One-eighth	58,000,000	One-twenty-seventh . .	206,000
One-ninth	10,294,000	One-twenty-eighth . .	1,706,000
One-tenth	10,590,000	One-thirtieth	13,866,000
Three-thirty-seconds	618,000	One-thirty-second . . .	998,000
One-eleventh	225,000	One-thirty-third	1,065,000
		One-thirty-fourth . . .	129,000
		One-thirty-sixth	270,000
		One-fiftieth	1,000

The total, log measure, required to make the veneers one-tenth of an inch thick or more, is 290,468,000 feet; the logs cut into thinner veneers total 145,413,000 feet.

A New Veneer Plant

The factory under construction by the Inman Veneer & Panel Company at Louisville, Ky., will be ready for occupancy about October 1. It will employ one hundred men and anticipates no trouble in securing that number.

The Inman company recently purchased the Portsmouth, O., Veneer & Lumber Company, and most of the machinery of the Portsmouth concern already has been shipped to Louisville to be installed in the plant. The manager and a number of department heads of the Portsmouth plant, with some of the workmen, have gone to Louisville to be associated with the Inman company.

A Question of Strength

The claim is made that rotary cut veneer is the strongest form in which wood can be prepared. It is said to surpass in that respect sawed lumber or veneer of the same thickness, or sliced veneer. The greater strength of stock cut so as to follow the annual rings of growth round the log is supposed to be due to the structure of the wood. It is well known that one of the most natural lines of cleavage in wood follows the joining of one growth ring to another. These lines are few in rotary veneer where the knife cuts across few rings.

The barrel made of slack staves of thick, rotary veneer is stronger than when made of any other kind of staves of equal thickness. Numerous kinds and sizes of shipping boxes are made of that kind of veneer, and tests have shown the surprising strength of such boxes. When panels are built up of rotary stock, the combined sheets add the strength of each. The greatly increased demand in recent years for rotary veneers has no been due solely to cheapness, but to strength and service as well. More than eight feet of rotary cut veneer are produced in the United States to one foot of sliced and sawed.

PERKINS GLUE COMPANY

SOLE MANUFACTURERS
AND SELLING AGENTS

PERKINS

Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

805 J. M. S. BUILDING
SOUTH BEND, INDIANA

(Continued from Page 24)

that the publication was not unsatisfactory to certain people connected with the shipping board and with the wholesale lumber interests. Hardwood manufacturers say that the publication is erroneous and unwarranted; that it was never proposed to have rudder stock 40 feet long, 14 by 24 inches, but that 20 by 20 inches 42 feet long was the size originally specified; that the prices asked by the hardwood manufacturers are not unreasonable, but quite the contrary; that it is ridiculous to suggest that farmers saw such huge pieces of timber; that it will complicate matters to have a flood of offers from them of all sorts of oak timber; that the lumber committee agreed to the \$165 price asked by the hardwood bureau. It is claimed that the government specifications are so difficult to meet that a high price must be obtained in order to make up for the great waste involved in getting out oak ship timbers.

It is learned at the Southern Hardwood Emergency Bureau that the shipping board experts have agreed to modify the specifications so that item 145 of the wooden ship schedule, which is for rudder post stock, may be 20 by 20 inches, 32 feet long, with a view to scarfing two pieces into one rudder post, and that a certain percentage of waste and sap may appear on these timbers provided it may be turned off at one end to size 18 by 18 inches.

An interesting conference was held recently between the committee on lumber, Council of National Defense, and a committee representing the hardwood manufacturing interests and particularly the Southern Hardwood Emergency Bureau. Among the hardwood men present were W. M. Ritter, Columbus, O.; W. E. DeLaney, Lexington, Ky.; F. R. Gadd, Cincinnati; R. L. Jurden, Memphis; E. E. Myers, W. W. Stark, St. Albans, W. Va., chairman of the emergency bureau committee; H. B. Weiss, Memphis; J. M. Pritchard, secretary of the Gum Lumber Manufacturers' Association, who has been talking with government people with a view to interesting them in gum wood for war purposes; L. P. Dubose, Charleston, Miss.; F. W. Mowbray, Cincinnati, and B. B. Burns, Huntington, W. Va.

There was a general discussion in the conference on the needs of the government, the possibilities of the hardwood industry, how it can help Uncle Sam, cooperation in the industry, lumber prices, methods of organization and operation of the hardwood bureau. The hardwood men agreed that oak is needed in quantities not only for wooden ships, but for army escort wagons, and that hickory is wanted for artillery wheels, ash, mahogany, walnut, cherry, birch and other hardwoods for airplane stock, walnut for gun stocks, etc. As soon as the shipping situation eases up a bit so that there is time available, the hardwood emergency bureau will actively take up the question of supplying the needs of other branches of the government service for war purposes, including the engineer branch of the army, the quartermaster department, the navy bureaus of construction and repair and supplies and accounts, the artillery and ordnance bureaus of the war department, etc. All hardwood mills have been requested to cooperate in this work of supplying the needs of the government.

F. R. Gadd, while here recently, stated that many new southern members have joined the Hardwood Manufacturers' Association; that it will open a branch office in Memphis and hold monthly meetings there to discuss open price and open competition matters of interest to that section, as the eastern end of these problems are taken up at meetings at Cincinnati.

Of interest to the hardwood industry is the reported decision of the shipping board not to negotiate any additional contracts for wooden ship construction at present and until a number of contracts negotiations for which were initiated by Gen. Goethals are executed. Admiral Capps, general manager of the fleet corporation, is going over these negotiations and recommending the execution of many of the contracts. Ship board officials say that the maximum facilities for wooden ship construction will be utilized when the Goethals contracts are executed and that it would be useless therefore to negotiate new contracts. Contracts already executed and those awaiting the board's approval, it is understood, provide for the construction of 300 to 400 wooden ships. The board's program of building fabricated steel ships may be so successful as to do away with the necessity for additional wooden ship contracts, it is suggested. However, orders have already been placed for oak items in the ship schedule for many vessels with the southern hardwood emergency bureau. Appropriations aggregating about \$750,000,000 have already been authorized by congress for ship building and ship commandeering by this government and additional appropriations of \$900,000,000 to \$1,000,000,000 are now being asked by the administration of congress to continue and expand the shipbuilding program, with a view to completing from 1,000 to 2,000 ships.

While fabricated steel seems to be the favorite of the shipping board now, it is reported that the board will encourage private yards to build wooden ships for private purposes.

The Ferris type of wooden ship is still preferred by the shipping board, but it is reported recently to have contracted for a group of Hough type wooden ships utilizing smaller timbers at \$290,000 each. The board has also authorized the construction of some vessels according to the Gilder-sleeve schedule in Connecticut, which utilizes smaller timbers, and it has asked for a copy of the Plaggio schedule, which is being used with small timbers in building a number of private wooden ships on the Gulf coast.

The wooden ship specifications of the government have been modified so as not to permit the use of oak treenails. Locust and eucalyptus and iron bark are now the only woods permitted for the treenail items. The International Sales Corporation of Washington is selling many carloads of locust treenails made in this city from locust wood cut in Virginia to the government and to shipbuilding having government contracts.

With the Trade

Sam Thompson Will Be Married This Month

Mr. and Mrs. Edward Bennet Le Master of Memphis, Tenn., have issued invitations for the marriage of their daughter, Mary Bennet, to Samuel Alexander Thompson, manager of the hardwood department of the Anderson-Tully Company at Memphis, Tenn. The wedding will take place at the residence of the bride, 1745 Union avenue, Memphis, on Wednesday, September 19. The ceremony will occur at half past eight in the evening.

Large Sycamore Log

A sound sycamore log five feet in diameter is so unusual that one of that size recently cut near Evansville, Ind., by Maley & Wertz, has attracted considerable attention. Many a sycamore trunk is larger than that, and some on record were eight or ten times as large; but in nearly every instance those of excessive size have been hollow and worthless for lumber. No other tree in this country is so apt to be hollow as mature sycamore. The tree cut by Maley & Wertz will be sawed into quartered stock at their plant in Evansville.

Barr-Holaday Starts Mississippi Mill

The Barr-Holaday Lumber Company of Greenville, O., announces that it has started operations at its new mill at Holly Bluff, Miss. This is a band mill with a capacity of 30,000 feet per day. It will cut principally oak and gum. The mill will be operated under the same management as the one at Louise, Miss., and all sales will be handled through the head office at Greenville.

The company owns about five miles of logging railroad through the timberland adjacent to its mill and is assured of an adequate supply of logs.

Atkins Furnishes Hoo-Hoo Badge

The big Hoo-Hoo sessions now on at the Hotel McAlpine, New York City, are showing the organization to be in a remarkably strong position. The Hoo-Hoo has made great strides since the reorganization and the work that has been accomplished is particularly noteworthy considering the general state of affairs since the big house cleaning.

E. C. Atkins & Co., Inc., Indianapolis, manufacturers of the silver-steel saws, have come to the front again with badges for the Hoo-Hoo delegates. They have furnished a very attractive little badge containing the black cat on a white circle with a golden emblem as a background. The emblem is in the form of a log on which is shown the proper inscription. To this is attached a pin with a miniature American flag.

Opens Branch at Memphis

The Brown Brothers Company, located at 11 Broadway, New York, announces that in addition to the mills it is operating in Florida it has opened up a branch at Memphis, Tenn., in charge of A. R. Krause, who has been with the company for a number of years.

The Brown Brothers Company is operating extensively in hickory and ash dimension stock and makes a specialty of cutting out specialized sizes, sawed free and clear of defects. It states that this product goes to practically every important commercial market of the world outside of enemy countries, and believes that its Memphis branch will be of material assistance in caring for increasing demand.

Becomes Sales Manager for Tallahatchie Lumber Company

F. H. Stanford, who has been employed in the sales office of the Lamb Fish Lumber Company of Charleston, Miss., resigned that office on September 1 and has accepted the position of sales manager of the Tallahatchie Lumber Company of Philipp, Miss.

Mr. Stanford joined the sales force of the Lamb-Fish Lumber Company in Charleston in January, 1914, but in the fall of that year, soon after the outbreak of the war, he left for Texas, returning to Charleston in September of last year. Mr. Stanford has a good reputation in the trade, is energetic and an ambitious worker and has ample ability to make good in his new position.

C. Crane & Co. Resume Operations

Logging operations of C. Crane & Co., which have been practically at a standstill for several months following the exhaustion of logs from Buffalo Creek, W. Va., have been resumed on the Big Coal River and logs are now being shipped from the new territory to the Crane mills in Cincinnati, which will shortly resume operations.

It is announced that C. Crane & Co. have arranged for the construction of two four-mile extensions on the Chesapeake & Ohio railroad, one to Pond Fork of the Little Coal River, and the other on the west fork of Pond Fork. These extensions will enable the company to cut the stumpage from 36,000 acres of hardwood.

Becomes General Manager for Canadian Firm

P. Bass, who has been connected with the Dermott Land & Lumber Company of Dermott, Ark., and Chicago, Ill., for the past five years, has resigned his position as assistant sales manager of that company and on September 1 became general manager of the Wilson Lumber Company, Ltd., Toronto, Ont.

The Wilson company operates a yard in Toronto and does an extensive wholesale hardwood business. It also owns and operates the Mississippi Hardwood Company of Jackson, Miss., which has a small band mill cutting government and to shipbuilders having government contracts.

S. O. Moore Makes Important Change

S. O. Moore, who for the past two years has been associated with the W. M. Ritter Lumber Company as manager of the flooring department in New York, is leaving New York and has opened an office in Detroit, Mich., having accepted the position of district manager for the Thomas Hall Lumber Company, Charleston, W. Va. Mr. Moore will reside in Detroit and will have charge of the sales and service in Michigan and surrounding states.

The Thomas Hall Lumber Company manufactures yellow poplar and oak lumber, as well as maple, chestnut, basswood and other hardwoods found in the timberlands of that state.

Will Inspect Airplane Stock

H. B. Oakleaf, a well-known member of the Forest Service, who has been stationed for some years in Washington and Oregon, has been assigned to the duty of inspecting the wooden parts of airplanes being built for the government. This wood will consist principally of Sitka spruce from the Pacific coast; but some eastern spruce will be used. The propellers will be of several woods, and oak is to be one of them, and black walnut and spruce will serve also. The inspection of airplane stock is very rigid. It is understood that the government has 22,000 of these machines under contract. The Forest Products laboratory at Madison, Wis., is able to supply the government with a great deal of information concerning the qualities of woods now in demand for airplanes.

Publishes Grading Rules for Philippine Hardwoods

Arthur F. Fisher, director of forestry of the Bureau of Forestry at Manila, Philippine Islands, has forwarded to HARDWOOD RECORD copy of rules governing the inspection and grading of Philippine lumber, which have been prepared after a careful study of mill run from the various mills in the Philippine Islands. They are designed to meet the export and local demands.

The manuscript, which was considerably delayed in transit, having been forwarded on July 16 and just now arriving, contains a suggestion that comments, criticisms or suggestions submitted by September 1 would be

gratefully received and given careful consideration before the rules become effective.

Anyone interested in these rules may secure the copy which HARDWOOD RECORD holds, or might secure a copy by writing to Mr. Fisher at Manila.

R. S. Huddleston Contributes Royally

R. S. Huddleston, well-known president of the Huddleston-Marsh Mahogany Company, importer and manufacturer of mahogany lumber and veneers, with headquarters in New York City, has been doing more than his share in contributing to the successful prosecution of the present war. Mr. Huddleston's material contributions have been liberal, but he tops them with the most patriotic offering that a father can make, that is his son.

The photograph of Roderick P. Huddleston, oldest son of R. S., junior director of the Huddleston-Marsh Mahogany Company, is shown on this page. Mr. Huddleston, Jr., enlisted for training several months be-

for war was declared on Germany. HARDWOOD RECORD has received the following characteristic letter from Mr. Huddleston, Sr., relative to his son's enlistment:

Roderick P. Huddleston, though a director of the firm, and filling a very important position, felt it was his patriotic duty to "do his bit," so several months before this country declared war on Germany he took up training at Fort Totten, Long Island, and then enlisted in one of the New York regiments (the Seventy), and recently has been transferred to the famous "Fighting Sixty-Ninth of New York," now known as the 165th regiment, which is encamped at present in preparation to "going across."

The entire firm, as well as his family, agree with him that supplying mahogany for aeroplane use, and buying Liberty bonds, are not a sufficient demonstration of patriotism, but giving one's self to the service is the best that one can do.

Important Change in Big Firm

Effective Tuesday, September 4, the Radford & Wright Company, of Duluth, Minn., and Winnipeg, Manitoba, Canada, has taken over the business of Radford Bros. & Co., of Oshkosh. Frank W. Radford, formerly manager of the Canadian business, has arrived in Oshkosh to take over the active management of the plant here. He is succeeded in the management of the Radford-Wright Company, Ltd., and the Home Lumber Yards, Ltd., of Winnipeg, by James A. Wilson of Calgary, Alberta. Mr. Radford will continue the supervision of the company's Canadian interests.

The Radford & Wright Company is now operating factories and warehouses at the three points mentioned, namely Oshkosh, Wis., Duluth, Minn., and Winnipeg, Manitoba. The Duluth business has been in operation for eleven years. The officers of the company are Charles W. Radford, president; Walter T. Wright, treasurer; Frank W. Radford, first vice-president; Harvey H. Strassburger, second vice-president; Donald H. Radford, secretary, and Edward P. Radford, assistant secretary. The business will be conducted along the same lines as formerly.

Will Build Mill in Texas

C. H. Sherrill of the Sherrill-Russell Lumber Company, Paducah, Ky., who is also treasurer of the Colfax Hardwood Lumber Company, Colfax, La., is having plans drawn by the Paducah company to erect mill buildings, employe shacks, and a general village near Beaumont, Tex., where the Colfax company has purchased about 225,000,000 feet of hardwoods, running fifty per cent white and red oak, forty per cent red gum and the remainder mixed hardwoods. The timber is in the Sabine River valley. The old mill cut out all of its timber, but the new mill will have timber for about fifteen years. It will have two band saws, with a capacity of 75,000 feet per day, much long timber being cut for shipbuilding. It is expected to get the plant in operation about the first of the year. The Colfax company is owned by A. S. Sherrill, H. V. Sherrill and C. H. Sherrill, who are connected with the Paducah company, and who have been in the hardwood lumber business for twenty-seven years. The old mill at Colfax had been cutting for seven years before the timber was exhausted.

George F. Williams

George F. Williams, senior member of the Williams Brothers Company, Cadillac, Mich., died suddenly September 4 of heart disease. Mr. Williams had been an invalid for a number of years but was active in business to the very last. He held the office of secretary and general manager of the Williams Brothers Company and was president of the Cadillac Produce Company of Cadillac.

Mr. Williams was born in Ontario, Canada, August 22, 1859, and was twice married. His first wife was Emma C. Graves, by whom he had one son, Clarence F. Williams, now associated with the firm.

In 1910 he married Mrs. Flora Compton of Manton, who survives her husband with two children by former marriage, Josephine and Martin Compton. Three brothers also survive, Walter S. and Albert E. Williams of Cadillac, and James H. Williams of Mesick, Mich.

The funeral was held at the family residence in Cadillac, Thursday, September 6, the Rev. M. M. Callen of the Methodist Church and Rev. Johnathan Turner of the Congregational Church officiating. Burial was in Maple Hill Cemetery, Cadillac.

Pertinent Information

Preliminary Figures on Lumber Production

Statistics just compiled by the National Lumber Manufacturers' Association show that during the 12 months ending July 31 the mills reporting to the Association cut 15,602,600,000 feet of lumber and shipped 15,741,000,000 feet, or only one-fifth of 1 percent more than production. Shipments the first 7 months of this year were 7.7 percent more than last year, with no increase in cut. During July this year 732 mills in all parts of the country and operating in all kinds of timber, cut 1,389,000,000 feet and shipped 1,566,000,000 feet, or 12.7 percent more than production. The cut in July this year was 1.3 percent less than July last year, with shipments 19.6 percent greater. During the four weeks just closed 320 Southern and Western mills have cut 606,000,000 feet of lumber, shipped 778,000,000 feet and accepted orders for 613,000,000 feet.

Women Will Make Desks

Women are invading furniture factories to take the place of men called to the war. The latest instance is reported in news from Burlington, Iowa, where the Leacock Desk Company has put fifteen girls to work in its fac-



R. P. HUDDLESTON, NEW YORK

tory, in place of men who have joined the army. Girls may later be trained to operate woodworking machines. They will be in charge of a matron.

Bad Forest Fires in Northwest

With the most serious fire situation in a number of years threatening millions of feet of western timber, it has been necessary for the Forest Service to suspend some of its operations in order to concentrate all available forces in fighting the forest fires.

Reports received from the Northwest indicate that the situation is more dangerous than at any time this year. In Montana and northern Idaho two thousand men are fighting the flames under the direction of the forest rangers. In these two states alone approximately \$170,000 has already been spent this season, and that figure is increasing by approximately \$15,000 a day.

In Oregon and Washington valuable timber intended to furnish airplane stock for the fighting forces of the United States and its allies is being threatened by the flames. Logging operations are so badly interfered with that several large mills now supplying the government with this class of material may be forced to discontinue operations. Numerous fires are reported as the result of incendiarism. There has been little rain in several weeks.

Lumber's Moderate Advance

Lumber is at the bottom of the list of building materials in statistical tables showing advances in cost in various commodities according to Roger W. Babson, the well known statistical authority. In a bulletin just issued he gives a tabulation of the prices of ninety-six leading commodities on August 1, 1914, July 1, 1916 and July 1, 1917. Mr. Babson's figures show that these 96 commodities have advanced an average of 55 percent in price since July 1, 1916, and 127 percent since Aug. 1, 1914. In view of the fact that the lumbermen have generally claimed that their product has advanced less in price than many other commodities, and still remains one of the most easily obtainable, readily worked, and reasonably priced materials, the following figures taken from Mr. Babson's report are of special interest:

	Advance in Price Since July 1, 1916 Percent	Advance in Price Since August 1, 1914 Percent
Brick	26	80
Cement	27	34
Lime	8	102
Nails	60	158
Steel	128	330
Lumber	55	28
Average of 96 commodities	55	127

Exporters Seek Information on Government Control

Much uncertainty still prevails among members of the hardwood trade especially in regard to the scope of the regulatory action to be taken by the government at Washington. According to an announcement issued recently the prohibition of exports of spruce to neutral countries has been extended to embrace oak, ash, mahogany, walnut and birch. To export any of these woods permits must be obtained from the respective board at Washington, the aim being to prevent any and all such supplies which might be used to strengthen the resistance of the Central Powers from reaching the other side. In every instance the officials here must be satisfied that the stocks intended to be shipped are really designed to meet the home needs of neutrals and will not eventually find their way into Germany. The woods mentioned are specifically named, but a feeling prevails among members of the trade that the restriction will be general, since any kind of lumber can be used by the enemies of the Entente in furtherance of the war. In order that all doubt on the subject may be set at rest, Harvey M. Dickson, secretary of the National Lumber Exporters' Association, has again communicated with the Aircrafts' Production Board asking for its opinion. An answer is expected shortly and the information received will be promptly communicated to the members of the organization. As explained at the time, the government has taken over the business in spruce of the kind used for aeroplane construction, and will do the buying for its own needs as well as for those of the Allies at a fixed price of \$105 per 1,000 feet. It will issue permits for the shipment abroad of all such stocks actually desired, making it unnecessary to obtain a license from the British Board of Trade or any other foreign body. For the hardwoods specified export licenses will also be issued, so that at least as far as the hardwoods are concerned, the exports are brought practically under government control. The domestic business, of course, remains as it has been, a matter of private concern, except in so far as the wants of the military authorities dictate purchases for government use.

Walnut Seems Plentiful

A pretty conclusive answer to the statement that walnut is scarce is contained in the news sent recently from Louisville, Ky., that 2,500 carloads of black walnut logs will be used by the Wood-Mosaic Company, of that city and of New Albany, in the near future. This is only one parcel of logs of this wood going into use for gunstocks, furniture, and for other purposes. A few years ago, most people would not have believed there was so much walnut in the country.

Woods for Airplane Propellers

Advices from Washington say that the government has approved the use of cherry and birch as airplane propeller stock. Other woods which have met approval are walnut, oak and mahogany. It is difficult to understand

why ash has not been included. Cherry is so scarce that it cannot become of much importance as propeller material, but birch is plentiful.

Doings of the I. C. C.

Rate increase of about 15 per cent on lumber, logs and ties were permitted by the Interstate Commerce Commission in its order suspending many freight rate increases on commodities in the east from September 1 until December 30. Rate increases on other lumber were suspended.

Other general rate increases on lumber are reported to be in the works of the railroad tariff departments. Already the carriers have filed tariffs proposing a 15 per cent increase in the rate on lumber from Mississippi River crossings and Paducah, Ky., to eastern points, effective September 18, and it is rumored that similar increases will be proposed from Ohio River crossings to C. F. A. territory, eastern points and Canada, and in the through rates from the South to the East on lumber.

J. V. Norman of Louisville, representing southern hardwood interests, has communicated with the Interstate Commerce Commission regarding the matter, but so far no protests have been received against the proposed lumber rate increases.

The Bliss Cook Oak Company, Blissville, Ark., and Memphis, Tenn., has filed a complaint with the commission against the Missouri Pacific Ry. et al., alleging that the defendants maintain through rates from Blissville to points in Missouri, Kansas, Colorado and Iowa, resulting in a through rate to Kansas City of 23 cents per 100 pounds, while points competing with Blissville take the rate basis known as 3-D. Complainant's timber holdings are practically all at Dermott, and other points getting that rate and it is in direct competition with them in purchasing hardwood logs and selling their finished products. The situation is declared to produce serious and unlawful discrimination against Blissville, which is excluded from the same rate basis as competing points, and has to pay rates of from 1 to 3 cents more than the latter. Complainant asks the establishment of maximum hardwood lumber rates in lieu of the present rates.

Henry G. Herbel and Fred G. Wright have filed a brief for the Iron Mountain Railway in the complaint of Earle Coopers Company against the Iron Mountain, which involves the question whether rates on hard lumber and slack coopersage from West Memphis, Ark., should be as low as from Memphis, Tenn., and Helena and West Helena, Ark. Complainant claims that they should, but it is argued in the brief that West Memphis is not entitled to as low rates as the other points named, owing to the absence of water competition, the presence of carrier competition, and for other reasons.

Lumber Commissioners Reach Foreign Destinations

Lumbermen at Washington, D. C., have just been advised that John R. Walker of Washington, head of the board of lumber trade commissioners sent to study lumber markets with a view to expansion of American exports, has arrived in London. The other commissioners have also reached the countries there; they will make investigations as follows: Nelson Brown, the Mediterranean countries; Roger Simmons, Russia; and Axel Oxholm, the Scandinavian countries. Mr. Walker will cover the British Isles, France, Holland and Belgium.

Dye from Osage Orange

Two companies have undertaken to extract yellow dye from Osage orange wood. This tree grows naturally in northeastern Texas and southern Oklahoma, but has been planted for hedges and ornaments in most parts of the United States. Its chief use has been for fells for wagon wheels, for fence posts, telephone poles, bridge piling, and insulator pins. A company has been organized and is building a factory at Wapanucka, Okla., to manufacture the dye from the wood by processes generally similar to those used in making dye from fustic and logwood. The company, known as the Dale Manufacturing Company, is incorporated for \$100,000. It was organized largely at the instance of James E. Dale, a dye expert from New York.

The dye which the company will manufacture will be used chiefly to color khaki cloth and the product will be in special demand because of the fact that the war has demoralized the dye industry in this country and the supply is far below the needs of the nation.

The factory building is already in course of construction and the machinery is soon to be received for installation.

The Wapanucka factory will be the first of its kind in the South and the second bois d'arc dye works in the United States. It is estimated that there is enough bois d'arc in this section of Oklahoma to furnish raw material for the factory for a period of many years. The roots are said to be richer in dye than the trunk wood, and this tree has large roots which usually lie close to the surface of the ground, and have a wide lateral spread. Old settlers in the region in early days dyed their homespun clothing with this wood which they called bodock (bois d'arc).

Defying the Submarine

It is now proposed to raft timber from Scandinavia to England across the North Sea. The object is two fold. First, the timber can be transported without ships; and, second, the submarines will meet their match when they attack a raft. They may sink or drive away the boat which tows the raft, but the raft will remain afloat to be picked up by another boat and towed to port. There is no question as to the practicability of rafting logs long distances on the ocean. The thing is done all the time

on our Pacific coast. A single raft contains as much timber as several schooners will carry.

Wood Exports Still Fall

The most discouraging statement as to exports yet issued is that for July, which includes just four classes against fifteen or twenty under ordinary circumstances, while the declared value of the shipments from this port is reduced to an insignificant sum. Even in spruce there has been a drop, and such woods as oak and poplar figure on the list with purely nominal quantities. Shipments of manufactures of wood have been eliminated, the exhibit indicating impressively the effect of the restrictive measures adopted by foreign governments. While the corresponding month of last year was a poor period, the declared value of all the shipments from Baltimore in July, 1917, totals only \$37,035, or about one-third of the value of the shipments for July, 1916. One of the striking developments is the increase in the declared value of spruce, the 380,000 feet shipped last July being estimated at \$34,253, while the 449,000 feet shipped a year before were invoiced at only \$28,387. This indicates either a big advance in the quality of the stocks exported or a marking up of prices, with the latter probably the case. It looks as if no expansion in the export movement is to be looked for while the war lasts, even though any embargo of exports to neutral countries will be without effect because exports to those countries had practically ceased some time ago.

Fighting Blood Will Tell

Hugh P. Baker, dean of the New York State College of Forestry, Syracuse, N. Y., is one of the "rookies" at the Second Reserve Officers' training camp at Fort Sheridan. Dr. Baker had been without a vacation for several years, and in accordance with university custom, beginning the first of April had been given a vacation for a year to engage in travel and study. After taking a short rest at the old family home at St. Croix Falls, Wis., he started on a trip through the western forestry and lumbering operations, and had gone as far as Tacoma, Wash., preparatory to sailing for a six months' investigation of forest conditions in China and India. But he comes from a fighting family, whose father, Major Baker, made a notable record during the Civil War. He decided, therefore, that there is need for men of his age and experience in the new army, and the opening of the training camp here found him on hand, ready to dig trenches and do any task assigned. There are many prominent lumbermen in training, and the practical experience which they have gained in the rugged outdoor life of timber operations comes in good stead now.

Lumber for Rebuilding French Towns

If present plans are carried out, the invaded parts of France will be rebuilt on a larger and finer scale than before they were leveled by the German armies. Narrow streets in cities and towns will be widened. The little one and two-story dwellings so well known to American tourists will be enlarged and beautified. Insanitary conditions will be generally eliminated and other conditions measurably improved. In all probability these sections of France will afford a market for quantities of American lumber and other building materials.

Escorts for Lumber Ships

The matter of escorting lumber-carrying ships in Swedish waters is being discussed in Sweden. Naval vessels are to protect vessels in their voyages along the coast, within the three-mile limit, until they pass out to open sea. It should not be necessary to guard trading vessels in the territorial waters of a neutral country; but the Germans pay no attention to law or custom when it suits their convenience to attack, consequently a guard ship will tend to discourage those acts of piracy, for the Germans will hardly attack Swedish war vessels.

American Walnut Commandeered

On August 24 the British government took possession of all black walnut logs or lumber in England, Wales, Scotland and Ireland, in lots of 5,000 feet or more. Possession was taken of mahogany in the same manner. The wood is wanted for government work.

The Rocky Mountain Pines

Forest Service Bulletin 460 has been published. It deals with the pines of the Rocky Mountain region. It includes six white pines, which are western white pine, limber pine, whitebark pine, Mexican white pine, Mexican pinon, nut pine, singleleaf pine and bristlecone pine. The following yellow pines are recognized: Arizona pine, western yellow pine, Apache pine, Chihuahua pine and lodgepole pine. Trevo pines, which once had a place in lists of trees of that region, are no longer recognized by George B. Sudworth, author of the bulletin. They are Arizona longleaf pine and short pine. It is now claimed that it was a mistake to regard these as separate species, the first named being the same as Apache pine, the second identical with lodgepole pine. This bulletin will prove of great value to persons who are seeking accurate information regarding the trees of the Rocky Mountain region.

Noted Scotchman Formerly West Virginia Lumberman

The West Virginia hardwood trade is boasting today of the appointment of one of its former members to a high position in the British war government. Major-General Sir Eric Campbell Geddes, who was recently named to succeed Sir Edward Carson as first lord of the British admiralty, received his first schooling in the lumber business at Nicollette, W. Va., where he was employed by the Nicola interests. The now distinguished official came from his home in Scotland at the age of seventeen with letters of introduction to James I. Buchanan, a friend of the family. Through

Mr. Buchanan's efforts he was given work by Frank F. Nicola and soon impressed his employers with his ability. He also established quite a reputation for himself in the surrounding country for his physical prowess and wonderful physique.

After being with the Nicola interests for four years Mr. Geddes went to India, where he took over the management of a lumber business. That was in 1897. Returning to England in five years he became associated with the Great Eastern Railway company, and at the outbreak of the war was appointed by Lord Kitchener as organizer of munitions supply. His record there led to the appointment of deputy director general.

In 1916, having gotten the munitions supply department properly organized, he undertook the work of reorganizing the French railway system and his success there drew the attention of Sir Douglas Haig, who had the engineer attached to his staff with the title of director general of transportation. Subsequently he became inspector general of transportation and general superintendent of the whole army transport service, in which capacity he had served when called to the leadership of the British admiralty.

A Good and Bad Wood

Greenheart is considered the strongest wood known, and likewise one of the most durable. It comes from the northern coast of South America. Its highest use is in the manufacture of fishing rods. A rod weighing only a few ounces has been known to hold a shark as strong as a horse. The wood has bad as well as good qualities. The internal stresses are so great that logs split at the ends, unless great care is taken to prevent it. In South America the logs are kept buried in mud until ready to ship. This prevents splitting for the time being, but after the logs are on shipboard headed for market the ends may open like the mouths of alligators. In sawing the logs at the mill, they sometimes fly open before the saw has time to open them. The wood is reputed to be poisonous and death of workmen, resulting from splinters in their hands, has been reported. The Panama canal locks are of this wood.

Economize with Time

The following suggestion was recently sent to manufacturers by the Illinois Manufacturers' Association:

A greater shortage of men is pending. The value of time is something that will appeal to every superintendent, every foreman and every employe. Work hard and efficiently while you are working. Cut out the waste motions. Do your work in the most practical manner. Don't send your men to the store room or stock room or tool room a dozen times a day when one trip would suffice. Eliminate circuitous journeys for material to machine and from machine to store room. Watch the unnecessary movements around an office. Encourage long machine runs by bunching schedules of like operators. Bunch orders for supplies to save delivery costs.

Inland Water Transportation

The Bureau of Foreign and Domestic Commerce, Washington, D. C., has published a brief history of the navigation of the rivers of the United States, and lays particular stress on the facilities afforded by these streams for carrying freight in this time of need when the railroads are overburdened. In describing steps being taken to turn these waterways to practical account the report says:

As a working start to attain the goal the United States Department of Commerce has begun specialized endeavor to encourage shippers to use the waterways. A subcommittee of the National Defense Council, headed by Gen. W. M. Black, is engaged in solving the physical difficulties confronting the boat lines. The Interstate Commerce Commission is prepared to enforce the law which provides for the physical connection between rail and water and the issuance of joint bills of lading. The railroad committee of the National Defense Council has expressed willingness and desire to assist in the development of water-borne commerce as a relief measure. Mississippi valley business men have formed a valley-wide association, which has begun the organization and financing of two navigation companies. Valley trade centers, led by the river port of New Orleans, are now making distinct progress in the building of river-front co-ordinative river-rail terminal and warehouse facilities.

Both necessity and good business principles now prompt the valley to redevelop its waterway transportation system, at a time when the Federal Government and even the railroads are anxious to do every possible thing to make the movement a success. Under these circumstances the third period of Mississippi valley transportation economy is being ushered in in a most auspicious manner.

Woods Which Sawmills Do Not Get

Statistics of sawmill output do not give full justice to some of the woods cut in American forests; because only a portion of the wood passes through sawmills before it reaches the ultimate user. Among such are hickory, persimmon, dogwood, Osage orange, and southern red cedar. A considerable percentage of these woods goes to shops and factories in the form of billets, bolts or logs, without being sent to sawmills.

Hickory is a good example. Not more than one-third of the hickory cut in the forest is sawed into lumber and listed as lumber. Latest sawmill output gave the annual output of hickory lumber at about 100,000,000 feet, but the total amount used is nearly 400,000,000. To quote the exact figures compiled from shops and factories making handles, vehicles, and other articles of hickory, the total yearly use is 389,604,531 feet. The person who would quote sawmill figures to show total use of hickory would miss it by nearly seventy-five per cent.

The same defect would miss the output of dogwood by a much wider

margin. Sawmills report the cutting of about 900,000 feet of dogwood yearly; but factories, chiefly shuttle factories, use 7,518,000 feet.

The difference in persimmon, compared in the same way, is about 50 per cent, between the sawmill report of lumber cut and the use reported by factories.

The difference is about 40 per cent when the factory use and the sawmill output of Osage orange are considered.

Exact figures for southern red cedar are not obtainable, since sawmill statistics do not give this wood separately but lump it in with all the other cedars. It is known, however, that a large quantity of southern red cedar goes to pencil factories without passing through sawmills. Pencil makers take between 25,000,000 and 30,000,000 feet a year, and very little of it is ever inside a sawmill, but the factory works it from log to pencils, or one factory makes the slats and another finishes the pencils.

Agitators as Military Prisoners

Eleven members of the I. W. W., who were arrested while organizing strikes among lumbermen and other workmen in Washington and Idaho, are held as military prisoners by the Federal authorities. The arrest of these men nipped in the bud the threatened strike. Habeas corpus proceedings have been commenced by friends of the prisoners who seek the release of the agitators.

Economizing Matches

A match is a small article, but war economy has struck it. In England a man may no longer use as many matches as he is willing to buy. The distribution is regulated, and trade papers over there have published the discovery that a person does not really need many matches, and the suggestion has been made that people once got along without matches and can do it again if necessary.

"Clipped" from Chicago Tribune—B.L.T.S Column

THE WAR IN ILLINOIS
(From the Carlinville Enquirer.)

H. Cope of East St. Louis is here buying up walnut logs from those who have any to sell and shipping them to East St. Louis to be made into gun stocks and other useful articles of household use.

Lumberman in Controversy on Prohibition

The following rather startling correspondence is the outgrowth of the suggestion recently made by liquor interests that part of the revenue lost by the National Government through the passage of prohibition laws be made up by imposing a tax of 50 cents per M on lumber, a move that would "affect practically all of the prohibition states and the prohibitionists who have been so active against the liquor trade."

This suggestion was contained in a letter to a member of the Gum Lumber Manufacturers' Association, written by the Charles Boldt Company, manufacturer of bottles and supplies for the liquor trade, with headquarters at Cincinnati, with the expressed conviction that there were good chances that the suggestion might be adopted. This letter was sent to all members of the association by its secretary and in due course, under date of August 16, it was answered as follows by W. H. Russe, president of Russe & Burgess, Inc., of Memphis:

While we doubt that lumber manufacturers as a whole have been in favor of prohibition, yet the whisky business with its affiliations has always done just what you want to do—punish the other man for not believing in your line of trade. Prohibition has been brought about by the whisky interests themselves because they obeyed no law and recognized no authority. For this reason the vast majority of the people in this country have felt that it was time to call a halt. While the writer has never been a prohibitionist nor in favor of prohibition laws, he has come to the conclusion that it is time the whisky element should be taught that, when it comes to law or whisky, law is preferable to even the man who takes his daily toddy.

Then followed a further interchange of letters between Russe & Burgess, Inc., and the Charles Boldt Company, but the real animus is disclosed in the following letter, written by Joseph Debar, president of the National Wholesale Liquor Dealers' Association of America and inspired by the letter of Mr. Russe to the Charles Boldt Company under date of August 16, as already quoted:

I am in receipt from the Charles Boldt Company of a letter addressed by you to them of August 16. I presume they sent it to us just to let us see what you were like.

It is refreshing to see the hardwood lumber people rising in the night of their virtue and reading letters of submission to law to other people.

When my grandfather died he was the owner of 21,000 acres of timber land in West Virginia. The virtuous lumber people of this country did not hesitate to buy the timber off these lands when many of them knew perfectly well that it was stolen. When some of them were threatened for buying this stolen property, they were careful to obliterate any identification markings.

I have never had a very exalted idea of lumber people since but perhaps I am wrong in judging all lumber people by the thieves who robbed my grandfather's estate. In like manner you are equally wrong in discussing the distilling interests of the country, concerning whom you evidently know nothing, by some of the rotten saloons you have had in Memphis.

The liquor business is very much like the lumber business. It is exactly what the people engaged in it make it. Memphis for some years has enjoyed the highest rate for homicides of any city in the United States. Whether this is due to disreputable lumber people in Memphis who patronize disreputable saloons or whether it was due to disreputable liquor dealers who were willing to sell disreputable lumbermen, I have no means of knowing.

I am always sorry to see letters of the character you wrote the Charles Boldt Company because it indicates specific ignorance of a subject concerning which men of your commercial standing ought to be better in-

formed. Hotels, bakeries, meat markets and stores generally are precisely what their patrons make them. If you have had rotten liquor conditions in Memphis, it is because you have had rotten and disreputable people in your community who sustained them. Reputable people do not patronize a disreputable dram shop; consequently your house cleaning should begin at home. I think it is a good axiom in this country for men to look well at their own door step before they start in to clean up their neighbor's yards.

As I have no personal acquaintance with you and write to you only at the suggestion of the Charles Boldt Company, you will understand that I am addressing you as one of a class and not as an individual. It is marvelous how many reformers we have in various lines of business, none of whom seem to realize that stealing an unmarked log is wrong but many of whom have a rare faculty for pursuing the demon rum.

With kindest regards and no ill feelings, etc.,

To this letter Mr. Russe, writing as president of Russe & Burgess, Inc., has sent the following reply:

Your letter of the 21st has been received and read with a great deal of interest.

There is one clause in your letter that covers the entire situation and that sums up the whole controversy in a nut shell. You say:

"The liquor business is very much like the lumber business. It is exactly what the people engaged in it make it."

The people engaged in the liquor business have made it so obnoxious that the whole country will soon do away with it entirely. Further comment is unnecessary.

No answer to this last communication has been received from Mr. Debar up to this writing.

Hardwood News Notes

< MISCELLANEOUS >

The Northwestern Cabinet Company has been incorporated at Menomonee, Wis., by William A. Johnson, F. L. Hinman and Frank Dassow. The capital is \$10,000.

Among other recent incorporations are the following: Bay State Counter Company, Portland, Me., capital \$10,000; the Federal Box Company, San Diego, Cal., capitalized at \$25,000; the Glenn Lumber Company, Logansport, La., with a capitalization of \$10,000; the Cotton States Wagon Company, Charlotte, N. C., with \$50,000 capital; the Eastman, Gardiner Hardwood Company, Clinton, Iowa, capital \$25,000; the Hamburg Lumber Company, Little Rock, Ark., authorized capital \$25,000; the Loomis Wheel & Body Works Company, Dallas, Tex., \$7,500, and the Liberty Wood Products Company, New York, N. Y., \$2,000.

The Hackworth Carnahan Lumber Company has succeeded the Hackworth Payne Tie Company at Ellington, Mo.

A fire loss was sustained by the Mooresville Furniture Company, Mooresville, N. C., recently.

A voluntary petition in bankruptcy has been filed by the McNeil Corporation, Boston, Mass.

The title of the J. M. Whitson Lumber Company operating at Nashville, Tenn., has been changed to the Whitson Lumber Company.

New concerns are entering the shipbuilding field daily, among the most recent being: the International Shipbuilding Company, Portland, Ore., capitalized at \$10,000; the George F. Rogers Company, Astoria, Ore., authorized capital \$100,000; North Carolina Shipbuilding Company organizing at Morehead, N. C.; the Saginaw Shipbuilding Company, Saginaw, Mich., \$350,000 capital, and Thomas F. Meehan & Son, Brooklyn, N. Y., with a capitalization of \$230,000.

The Piggott Handle Company, Piggott, Ark., has filed a notice of dissolution.

David Lee, Robert York, E. L. Boyle, A. B. Knipmeyer and George Harsh have filed application for charter for the Lee Furniture Manufacturing Company at Memphis, Tenn. Capital \$10,000.

< CHICAGO >

F. E. Gary of the Crenshaw-Gary Lumber Company, Memphis, Tenn., was in Chicago recently en route to spend some time with his family who have been summering at Ludington, Mich.

F. F. Fish, secretary of the National Hardwood Lumber Association, was in Washington with our lumber committees the latter part of August, and visited some of the eastern membership while near salt water.

M. J. Quinlan of the Menominee Bay Shore Lumber Company, Soperon, Wis., was in town a few days of last week, returning north in time for the holiday on Monday.

A meeting of the creditors of The Fiedler Company, city, has been called.

At Moline, Ill., the John Deere Plow Company has been incorporated at \$10,000.

An involuntary petition in bankruptcy has been filed by the Freedman Furniture Company, Chicago.

The capital stock of the Strombeck-Becker Manufacturing Company, Moline, Ill., has been increased from \$10,000 to \$25,000.

John M. Pritchard, secretary of the Gum Lumber Manufacturers' Association, was in Chicago last week in attendance at the retailers' conference at South Shore Country Club and was received like an old friend.

C. B. Allen of the Allen-Eaton Panel Company, Memphis, Tenn., was in town last week and has his plant ready for operation.

Ralph Jurden of Memphis, accompanied by Mrs. Jurden, started from Detroit last week for a visit among friends in Michigan and Indiana. He reports business very active at this time.

Roland Darnell, president of R. J. Darnell, Inc., Memphis, Tenn., was in Chicago a few days recently looking after railroad and other business and incidentally seeing his family who are spending their vacation in Michigan. He expects to take a few days off himself this week.

R. J. Wiggs of the Darnell-Love Company, Leland, Miss., spent several days in Chicago recently and picked up some nice orders for gum. He was well pleased with his trip to the East on the same mission. He says the company is cutting 2,000,000 feet a month and that the business outlook is very good.

Col. D. E. Kline, better known as "Pop," head of the Louisville Veneer Mills, accompanied by our own "Auntie," spent a week in Chicago, and Mother Kline says it is the greatest summer resort in the world. The Colonel is not in the best of health right now, and is trying to let Harry Kline and Snyder do the work these days.

R. M. Weidman, secretary of Weidman & Son Company, Trout Lake, Mich., was in Chicago recently. He is anxious to join the lumberjacks who will shortly take over the timber interests in France to assist in the furnishing of the allied governments with timber.

R. M. Carrier, Sardis, Miss., accompanied by Mrs. Carrier, is spending a few days visiting the family of E. V. Babcock of Pittsburgh. R. M. says he did not get as much of a visit as he wanted with E. V. because he (E. V.) is running for mayor of Pittsburgh, and with the kind of speeches he is putting on before the Pennsylvania people, if they do not elect him mayor it will be a strange thing. E. V. has not been a political aspirant heretofore, although active in the republican council. Those of us in the lumber trade know how capable he is and if we had the opportunity of voting for him he would be elected. He is a splendid business man and imbued with a lot of good common sense, is a great debater and presiding officer, and a clear thinker. If we had more men of that character in public offices today it would mean much to the people and certainly would protect the business interests of America from the office holders who now seem to preside in national and local offices. When people in a community do not elect a man like Babcock it is because they do not know what they are doing; there are certainly enough impracticable men elected and E. V. is a practical politician as well as an honest business man, and we hope Pennsylvania will not disgrace our nativity by electing a man other than E. V. as mayor.

◀ BUFFALO ▶

A leading Buffalo member of the trim trade said recently that his business was about as dull as he had seen it in a long time. Building has run down very fast this season and members of the trade say that it is wages and specialties that go into it that have produced the falling off. The actual cost of lumber is not far enough advanced to cause any such standstill. It is the plumber and the carpenter who have cut out building.

Buffalo is trying hard to return to the building of wooden ships, but will not be ready to do much this year, so that oak and other timbers suitable for that business have to go mostly to the coast for a market. The inquiry is good for this kind of stock.

August made one of the poorest records in the local building trade. The total cost of permits was \$1,210,000, as against \$1,756,000 in August, 1916. This is a falling off of 30 per cent. For the first eight months of the year the costs were \$7,235,000, compared with \$8,633,000 in that time last year, a decline of 16 per cent. Influence of the war is manifest in the trade, and builders and lumbermen are not inclined to be very optimistic as to the remainder of the year.

The receipts of lumber by lake for August were on a larger scale than in August, 1916, though for the season as a whole a decline of 22 per cent is shown. August receipts were 9,965,000 feet, as compared with 8,898,000 in that month of 1916. For the season to September 1 receipts were 32,151,000, as against 39,162,000 feet in the same period of last year.

Handlers of lumber and flooring from Michigan and Wisconsin report continued trouble in getting shipments forwarded from the mills. It has been found advisable to have a representative on the ground in order to get the lumber started to this market. The roads are unable to get cars enough to keep stocks moving.

H. B. Gorsline, of the National Lumber Company, has been spending two weeks in Michigan, looking after the shipment of maple flooring from the mills, which are unusually short of cars.

The steamer Northwest, one of the finest passenger boats on the Great Lakes, has been sold to Charles A. Finnegan, of this city. The vessel has been out of commission for the past six years as the result of a serious fire, but the engines and boilers are still in good shape. The Northwest was built for James J. Hill in 1892 and was a floating palace with splendid mahogany trim and everything in keeping. The cost was \$1,000,000 and so great that the vessel never was able to pay expenses during the short lake season, though she and a sister ship, the Northland, ran for years between Buffalo and Duluth.

◀ PITTSBURGH ▶

E. V. Babcock, president of the Babcock Lumber Company, is making an unusually strong run for mayor of Pittsburgh. He was endorsed this week by the Pittsburgh Wholesale Lumber Dealers' Association.

The Riecks-McCreight Lumber Company is largely interested in a new operation known as the Giles Bay Lumber Company, which is building a sawmill at Florence, S. C. C. V. McCreight of this company is down at the new operation this week.

The American Lumber & Manufacturing Company reports business fair in all lines except yard trade. Shipments are coming forward probably 70 per cent good. The company is looking for a very bad car shortage this fall, which is likely to brace up prices.

The J. C. Cottrell Company says that there is considerable business going around among the manufacturers, who are taking hardwood for their fall needs. The stocks at local mills are not large and the tendency in both demand and quotations is very firm. J. L. Lytle reports the general situation not very bright. Yard trade is almost entirely lacking and wholesalers have to look to industrial concerns for most of their business.

H. K. Domhoff, president of the Acorn Lumber Company, is taking a week's vacation in his auto, and H. W. Henninger of the same company has just returned from a two week's outing in the country. Mr. Henninger reports a very good trade with the glass companies, who are taking from 30 per cent to 35 per cent more for their stock than last year.

R. F. Utley, Chicago manager for the Aberdeen Lumber Company, is down South looking over stocks of gum and cottonwood. The Aberdeen expects a very good fall market with all manufacturers who use these stocks, as available yard stocks are not large.

The Bradley Lumber Company had the biggest business in its history in August, especially in shipments. Mr. Bradley reports a fair demand in most lines for lumber and believes that fall business will be quite up to the average.

◀ BALTIMORE ▶

Having received information that it would be possible to obtain steamer room for France, Ferd Brenner of the Ferd Brenner Lumber Company, Alexandria, La., has gone on a trip to New York to see about the matter in the hope of getting off a number of large shipments intended for the French republic. He has also taken steps to get details about steamship conditions at other ports, with a view to having extensive shipments at eastern terminals moved to their destination. Mr. Brenner's visit, however, had a two-fold object, the other being to see his son, who has been commissioned a Lieutenant in the Forestry Regiment, raised in the United States for France, off at New York. He was accompanied by his wife and stopped over in Baltimore for a lengthy conference with Harvey M. Dickson, secretary of the National Lumber Exporters' Association. Mr. Brenner was here on August 28. His company has been doing a large export business.

Another visitor was D. E. Matthews of L. O. Smith & Co., hardwood exporters at Charleston, W. Va. Mr. Matthews arrived here on August 31 to inquire into the movement of various cars of lumber which have been held up. He got in touch with the railroad officials and also saw Secretary Dickson of the N. L. E. A., whom he consulted with regard to the prospects for a prompt movement of exports.

The present activity in the construction of wooden ships has given a big impetus to an industry which ordinarily receives little attention—that of the manufacture of tree nails. These are rounded pieces of locust about one inch in diameter and from a foot to several feet long, which are used for fastening the deck planks in vessels and for other work connected with the building of craft. The J. S. Hoskins Lumber Company, Maryland Casualty Company tower, makes a specialty of these tree nails and ships carloads as far as the Pacific coast. The Hoskins company reports the demand for various wood products which it handles, such as piles and planking, very active and that it is far behind in its deliveries because of a lack of railroad cars. It could use 250 cars immediately, if they were available.

◀ COLUMBUS ▶

The report of the building department for August shows that building activities are still slow but department officials declare that the sharpness of the decreases is partly due to the fact that 1916 was a banner year for building and that comparisons with the figures of 1916 are bound to show a greater decrease than would ordinarily be the case. In August, 1917, 130 permits were issued as against 284 the year before. The valuation was \$283,725 compared to \$548,720 the preceding year. July figures were 161 permits with a value of \$268,735 in 1917 and 268 permits with a total value of \$563,085 in 1916. During the eight months of 1916, 2,234 permits were granted by the department with a valuation of \$5,273,240 and in the first eight months of this year 1,523 permits were taken out valued at \$2,987,190.

Columbus real estate men and building contractors are getting ready for the real estate and building show which it is practically assured will be given here some time during the first part of the year. At a meeting last week the Columbus Builders' and Traders' Exchange pledged its co-operation in furthering the plans for the show and a committee of five was appointed to work with a similar committee from the real estate board in arranging details and selecting a plan for promoting the show. L. C. Vinson and his brother Merritt A. Vinson of Cleveland, who have been getting up these shows for several years will have charge of the Columbus exhibition which will be held at the Ohio state fair grounds.

The Commercial Improvement Company has started work on a one-story building at Third and Spring streets, that will cover one-fourth of a

city square. Footings will be made strong enough so that additional stories can be built later as they are needed. A two-story fireproof garage, 86x110 feet, will be erected in the rear of the larger building.

Three suits to recover more than \$26,000 for the creditors of George H. and Harry D. Riemeier, doing business as the Riemeier Lumber Company, bankrupt, have been filed in the United States district court at Cincinnati by Paul C. Connolly, trustee in bankruptcy for the lumber company. It is charged that the Riemeiers paid the moneys sought to Mrs. Julia A. Riemeier and Miss Almo Riemeier with the interest to prefer them over other creditors. The suits were filed against Mrs. Riemeier, Miss Riemeier and Mary Stoltzing.

Fire, August 24, caused an \$18,000 loss at the plant of the Lake Shore Saw Mill and Lumber Company, Cleveland. The mill and a large stock of lumber were destroyed, part of which might have been saved had not firemen been delayed by a plugged fire hydrant. Fire marshals are investigating.

At the age of eighty-one years, William Duhlmeier, Sr., pioneer furniture manufacturer of Cincinnati, died August 29 at his home in that city. Until fourteen years ago he was president of the Stille & Duhlmeier Furniture Company, manufacturer of furniture. Of the five children who survive, two sons, William Duhlmeier, Jr., and Charles Duhlmeier are in the wholesale lumber business in Cincinnati as Duhlmeier Brothers & Co.

The Ohio Lumber Company, Donaldson, has been incorporated with a capital stock of \$20,000. William G. Baldwin is president; W. W. Vosburgh, vice president, and Harvey E. Webster, secretary and treasurer.

George H. Knepper has sold his interest in the Montpelier Hoop & Lumber Company, Montpelier, to George McIntosh.

The Stryker Boat Oar Lumber Company, Stryker, has been succeeded by the Campbell Lumber Company, with headquarters at Bryan.

R. W. Horton of the W. M. Ritter Lumber Co., reports a good demand for hardwoods, especially from factories. Concerns making boxes and furniture are now in the market. Prices are firm all along the line. Shipments are coming out fairly well.

J. A. Ford of the Imperial Lumber Company, says trade in West Virginia hardwoods is good and prices rule firm.

◀ CLEVELAND ▶

The August outing of the Cleveland Lumber Club was held Saturday, September 1, at Dover Inn, nine miles west of Cleveland. Thirty-five members motored out.

Among the latest Cleveland lumber enterprises is the Wickliffe Lumber Company, organized by the same interests in control of the Glenville Lumber Company, the East Cleveland Lumber Company and the Collinwood Lumber Company. Among the organizers are H. A. Pittner, Fred Cramer and Steven Cramer.

Regarding the general lumber situation in Cleveland, J. V. O'Brien said: "Yards are all heavily stocked and prices are holding firm. Most of the Cleveland yards anticipated the car shortage this fall and got their stocks in early. This accounts for the large stocks so early in the year."

The efforts of the carpenter's union to unionize the woodworking shops in Cleveland has seriously affected the Peters Millwork & Lumber Company, whose goods have been picked upon for a union boycott as an entering wedge. The millworking plants, however, claim that this procedure is against the agreement entered into with the labor unions following the recent lockout of building trades. A concerted effort will be made to bring the unions to stand by this agreement.

The Campbell Lumber Company, Bryan, O., has taken over and will operate the Stryker Boat Oar and Lumber Company of Stryker, O., headquarters to continue at Bryan.

Oil cooperage continues to be a large part of the tight cooperage done in Cleveland, although other lines are about normal. Demand for pork barrels has dropped off recently. Slack coopers find business satisfactory. There is no especial demand for this type of cooperage due to the war except the demand for fruit containers, which is a little above normal.

Contractors are having difficulty securing material for the new boiler house of the Cleveland Cooperage Company, and as a consequence it will probably not be finished until November 1. It was scheduled to have been completed May 1. It was held up two months by the lockout in the building trades last spring.

Neither coopers, box makers, mill working plants nor lumber handling establishments have noticed any particular dearth of labor due to the draft. While many have been called for examination the exemptions have been numerous, principally on the grounds of dependency, and the men called to the colors have not seriously injured the working force of the plants. The principal loss in men has been among the teamsters. The main labor difficulty at the present is in securing steady common labor.

The Buckeye Box Company is doing considerable work on clothing crates and boxes for government clothing orders now being filled in Cleveland. Several million dollars' worth of clothing is now being made for the army and navy in Cleveland factories and Cleveland box makers are securing their share of this box work.

The steamer Stevens of the American Box Company will continue to bring in box lumber from the northern lake ports until the closing of navigation. Every box company in Cleveland has more stock on hand at present than at any previous time in anticipation both of high prices and bad freight conditions.

◀ INDIANAPOLIS ▶

Max Leckner of Indianapolis, assistant advertising manager for E. C. Atkins & Co., and Miss Faye Harris, the daughter of Dr. and Mrs. W. W. Harris of Ellettsville, Ind., were married recently at the bride's home.

Charles Brown, owner of extensive hardwood lumber interests at Churubusco and Columbia City, Ind., died suddenly of heart trouble recently at his home at Churubusco. He was forty-two years old. His body was taken to Columbia City, Ind., for burial. A widow and two sons survive.

The Baldwin Tool Company of Virginia has established a branch factory at North Manchester, Ind., to employ about thirty men in the manufacture of shovel handles.

The J. Frank Smith Lumber Company of Mulberry, Ind., has been incorporated with a capitalization of \$10,000. The company will conduct a wholesale and retail business. Directors of the company are Michael J. Gilmartin, J. Frank and Emma J. Smith.

The Stout Furniture Company of Brazil, Ind., has been incorporated with a capitalization of \$30,000 to manufacture all kinds of furniture. The directors are Arthur L. Stout, Charles C. Rhett and Samuel E. Stout.

The Plainfield Lumber Company of Plainfield, Ind., is preparing to surrender its charter.

A sawmill owned by John Cunningham, near Acme, Ind., was recently burned, the fire destroying about 10,000 feet of hardwood lumber.

◀ EVANSVILLE ▶

The regular monthly meeting of the Evansville Lumbermen's Club will be held at the new Hotel McCurdy on Tuesday night, September 11. William S. Partington of Maley & Wertz, who took over the temporary secretaryship of the club upon the resignation of Mertice E. Taylor, looks for a good attendance as most of the local lumbermen will be back from their vacation by that time. Mr. Partington will be elected permanent secretary of the club and several other important business matters will come up for discussion. President George O. Worland has been conducting a "still hunt" for new members during the summer months. A tempting luncheon has been promised.

John A. Reitz & Sons report that trade is active. Their plant has been started up after being closed down most of the summer. They have an abundant supply of logs on hand that was brought here in raft from the Green river section in western Kentucky. The business outlook is quite encouraging for the hardwood lumber manufacturers of this section and the firm is looking for a nice fall and winter trade.

The Globe-Bosse-World Furniture Company's plant is being operated steadily with a large force of men and reports from the South and Southwest where a great deal of Evansville furniture is sold say that the trade outlook is exceedingly bright at this time and it is expected a large volume of trade will come to this city from those sections during the next six months.

A few days ago the timber on the 340-acre farm of George Sorgius in Pike county, Indiana, about thirty-five miles north of Evansville, was sold to J. V. Stimson, the well-known hardwood lumber manufacturer at Huntingburg, Ind., the consideration being \$5,000. The timber will be cut and hauled to the Stimson mills at Huntingburg. The tract is said to be one of the finest to be found anywhere in southern Indiana.

Maley & Wertz recently purchased a tract of timberland in this (Vanderburg) county a few miles west of Evansville. The timber has been cut and hauled here by the teams of the company. Between 20,000 and 30,000 feet were secured from the tract.

The new plant of the Cottage Building Company being erected at the corner of Governor and Canal streets will be completed and ready for occupancy about November 1. The present plant of the company will then be abandoned. The new planing mill will be about the same size as the company's present mill and in addition there will be a warehouse 60x100 feet. The warehouse is now practically completed. The new mill and office building is 60x150 feet and is of brick with mill construction and a frame roof. The cost of the new plant will be over \$12,000.

The Wemyss Furniture Company, which was recently organized here, has started up and is now being operated steadily with a large force of men. E. D. Wemyss, president and treasurer of the company, was for a number of years connected with the Southern Telephone Company of Indiana in this city. Among the directors of the company are Daniel A. Wertz of Maley & Wertz, Charles Hartmetz, secretary of the Evansville Dimension Company; Robert R. Williams of the Indiana Tie Company and William H. McCurdy, president of the Hercules Buggy Company.

A daughter has been born to the wife of W. Paul Lühring, of the Wolfing-Lühring Lumber Company here. Mr. Lühring for a number of years was Hoo-Hoo vicegerent snark in the southern Indiana territory.

An addition to the Redding Furniture Manufacturing Company in this city has just been completed at a cost of about \$25,000. It is a three-story factory building, 60x200 feet and is of brick and mill construction.

The Imperial Desk Company which recently finished the building of a new addition, reports the export business improving all the time. Gilbert H. Bosse, secretary of the company, announced a few days ago that in the event of a slump in domestic business after the European war the company will have enough export orders to keep the plant in full operation for a long time.

Plow manufacturers in Evansville are looking for a busy season during

WE MANUFACTURE bandsawed, plain and quarter sawed
WHITE AND RED OAK AND YELLOW POPLAR
 We make a specialty of Oak and Hickory Imple-
 ment, Wagon and Vehicle Stock in the rough.
 —Your inquiries solicited—
ARLINGTON LUMBER CO., Arlington, Kentucky

Wistar, Underhill & Nixon
 Real Estate Trust Building
 PHILADELPHIA, PENNSYLVANIA
CHOICE DELTA GUM Dry and Straight

Northwestern
Cooperage and Lumber Co.
GLADSTONE, MICHIGAN

Western Office: Mills at Gladstone and
 516 Lumber Exchange, Minneapolis, Minn. Escanaba, Mich.

Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS
 Hardwood Flooring, Staves, Hoops, Heading
 and Veneers, Hemlock Lumber, Lath, Shingles,
 Posts, Poles and Ties, and Hemlock Tan Bark

the year 1918 and from present indications it is expected the four large plants here will be able to operate full time all of next year.

MEMPHIS

Construction of the aviation camp at Millington, on the Illinois Central, a few miles north of Memphis, has already begun and between 500 and 1,000 men are employed thereon. More than 50 frame buildings will have to be erected and the necessary lumber has already been delivered or is in process of delivery. Accommodations for some 1,800 persons directly identified with this camp as aviators or their helpers will have to be provided. It is estimated that the camp will be completed in about eight weeks. While a contracting firm outside of Memphis has secured the work, employment is being given to practically all contracting firms, carpenters and other interests here identified with the building trades.

Information has been received from Galveston, Tex., of the death of J. B. Allen, of T. B. Allen & Co. Mr. Allen was connected here for a number of years with one of the big mercantile agencies but later engaged in the export business, making a specialty of lumber and forest products. He remained here until about fifteen years ago when the firm with which he was identified at the time of his death removed its headquarters to Galveston. News of his death has been received by his many friends with much regret.

Tennessee and Arkansas are today for the first time in their history directly connected by a highway following the opening of the free wagon way over the new bridge across the Mississippi at this point, known as the Memphis-J. T. Harahan bridge. The approaches on both sides have just been completed and the wagon way is expected to prove of immense advantage to lumber interests having holdings across the river. The highway will be connected with the St. Francis levee by the middle of this month. There are large woodworking enterprises across the Mississippi at West Memphis and the wagon way will be of much service to all of these. The opening of this highway will, it is expected, also greatly stimulate the development of cutover lands in eastern Arkansas which are thus brought in easy working distance of an open market. No celebration has attended the opening of this wagon way but it is regarded by business and agricultural interests as a most important step in the direction of the easy and rapid development of a vast area of almost unparalleled fertility.

R. L. Jurden of Penrod, Jurden & McCowen, Inc., has left Memphis for Detroit. He has bought a new 1918 Packard car which was delivered to him on his arrival in Detroit, Friday, and he will use this for extensive touring. Mr. Jurden is a member of the Southern Hardwood Emergency Bureau and is prominently identified with the hardwood trade of the Memphis territory.

There is an unusually active demand for all sorts of veneers, according to a member of the trade here who is an extensive manufacturer in that

line. He says that it is almost impossible to keep even within hailing distance of orders and that many of the latter have to be turned down because of inability to take care of them. As illustrating the position of the market, he reports that as a rule veneer manufacturers are from 30 to 90 days behind on their deliveries, which would indicate that they have met with little success during the past few months in overcoming the delayed shipments which characterized this business earlier in the year.

Lumbermen here owning extensive cutover lands in Arkansas, Mississippi, Louisiana and Missouri have taken an active interest in the experiments made recently under the auspices of the Southern Alluvial Land Association in the removal of stumps. It has been demonstrated that they can be blasted with a cheap black powder and then pulled or burned without entailing prohibitive expense. There is no problem connected with the hardwood lumber industry that is being studied with greater care right now than that of preparing these cutover lands for cultivation and the removal of the stumps is second only to the preparation of adequate drainage facilities. When one realizes the vast extent of the area covered by these cutover lands one begins to realize something of the importance of the problem of preparing for their successful cultivation. The passage of the flood control bill at the last session of Congress has very greatly stimulated the development of these lands because furnishing assurance that the improvements placed thereon will not be lost through overflow. The need of greatly increased foodstuff production, too, has been a most important factor in bringing about their preparation for use with as much rapidity as practicable.

The Valley Log Loading Company reports increased loading of logs during the past few days by virtue of increased equipment in the way of flat cars provided by the Yazoo & Mississippi Valley railroad. This company has been operating only part of its equipment for some time but the road in question has furnished enough flat cars recently to enable the company to put one more loading machine to work.

LOUISVILLE

Louisville hardwood dealers and manufacturers were somewhat chagrined with the action of the Interstate Commerce Commission on September 1, in suspending commodity rate raises as proposed on a number of articles, but leaving lumber and logs to carry a portion of the increase. The wires were kept busy Saturday in finding out when and how the increase in C. F. A. territory would effect the industry in Louisville, particulars being badly wanted.

"Trade Acceptances" were discussed at some length before a recent meeting of the Louisville Hardwood Club, and a number of the members stated that they believed that adoption of such acceptances would result in easier operation of the lumber industry, if made a general term proposition, and generally accepted. The matter was found to be so lengthy and of such interest that no action was taken and the matter will be discussed further at another meeting.

The Wood-Mosaic Company, New Albany, Ind., operating mills at Highland Park, Ky., and elsewhere, is advertising for 2,500 cars of black walnut logs, to be used in filling a large government contract for gunstocks. The company is scouring Indiana and Kentucky for the logs, and playing on the patriotism of timber merchants and farmers to furnish the material for Uncle Sam. Government inspectors are checking up the material as manufactured.

The R. S. Hill Organ Company and Henry Pitchers' Sons, organ manufacturers of Louisville, may shortly turn their plants or parts of their plants into aeroplane plants, and at the present time are negotiating for contracts. Both companies would be glad to land the business and figure that it could be handled with minor changes.

A visit was recently paid to Louisville by George H. Symonds, representing the American Graphophone Company of Bridgeport, Mass., manufacturer of Columbia talking machines. Mr. Symonds is assistant to the general superintendent and was on his way to the cabinet plants at Salem and other southern Indiana cities, which have contracts for making Columbia cabinets.

George Shippen, a son of Edward Shippen, head of the Louisville Point Lumber Company, was recently commissioned a second lieutenant in the Officers' Reserves. Mr. Shippen and John Miller of W. P. Brown & Sons Lumber Company, commissioned a first lieutenant, were guests at a recent meeting of the Louisville Hardwood Club, attending in uniform.

The labor situation in Louisville has been relieved somewhat due to the release of many men, employed on Camp Taylor, with the completion of the contracts. However, many of these workmen received such large salaries during the course of camp building, that they can't get adjusted to working on ordinary wages again, and in many cases are living on savings made during the big rush, when carpenters drew \$45 a week.

The tremendous demand for hardwood lumber this spring has enabled the Churchill-Milton Lumber Company to start its new double hand mill at Greenwood, Miss., operate it in addition to the mill at Glendora, and at the same time not have to make any special drive to get business to operate the mills at capacity. Both mills are now running full, and the company has abandoned a proposed selling trip by auto through the North and East having found that the additional consumption was absorbed without chasing for business. In order to take care of the additional business the company has increased its capital stock to \$200,000, divided into 350 shares of preferred, and 1,650 shares of common.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Arthur Musselman, president of the Hardwood Manufacturing Company of Louisville, recently became father of a daughter, this making his seventh child, and giving him quite some little family.

A recent report of the Louisville Industrial Foundation, the million dollar factory fund formed by local citizens to bring new industries to Louisville, showed that six new factories had been secured in the little while that the organization has been operating, and that these six factories brought \$1,299,000 of additional capital to the city.

About October 1 the Inman Veneer & Panel Company expects to start operations in its new plant at Louisville. The company recently took over the Portsmouth, O., Veneer & Lumber Company, and has moved the machinery and a lot of the men to Louisville. The company also controls a veneer plant at Mound City, Ill.

Capt. D. H. Smith, of the convict vessel, *Success*, a former British India trader and later a prison ship at Melbourne, Aus., is considering a plan to place the vessel in the lumber trade, having received an offer from A. O. Anderson & Co., of New York, with offices in various North Sea ports. This old vessel after laying on the bottom in Melbourne harbor for five years, was raised and taken to England. She was later shown at the Panama-Pacific exposition, and then brought to New Orleans and shown all along the Mississippi and Ohio as an exposition boat, the old prison cells still remaining. At the present time the vessel is in Louisville, having come up the Ohio, and it being planned to take her to Pittsburgh and Cincinnati. However, Capt. Smith may place her in the lumber trade, as she has a capacity of 750,000 feet and is badly needed. The old boat is a sailing barkentine, over 100 years of age, but built of solid teak wood, and well preserved. In 1912 she crossed the Atlantic under her own sails in ninety-six days, and should be good for about three trips a year.

A big educational campaign to restore normal movement of lumber and building materials has been undertaken by the architects, lumber dealers and general material supply houses of Louisville, the general building trades taking a part in the campaign. About \$6,000 will be spent in the local newspapers within the next few months in an effort to show the public that now is a good time to build, and that there is nothing in conservative building. The plans were about completed at a big get together dinner held recently at Sennings Park, there being more than 100 men present.

Building operations in Louisville showed a decided slump for the fiscal year winding up August 31, 1917, according to the city building inspector's office. While the report is not complete as yet it is estimated that the total permits issued for the year will run between \$2,500,000 and \$3,000,000, as compared with \$4,080,430 in 1915-16; \$3,860,040 in 1914-15; \$4,443,470 in 1913-14; and \$4,358,230 for 1912-13.

Barry Norman of the Holly Ridge Lumber Company, Holly Ridge, La., is back home from a two-weeks' vacation at Atlantic City, it being claimed that this is his first vacation since entering the lumber business.

The Louisville Coopersage Company has closed a timber deal in Knott county, Kentucky, and is planning to install portable mills and start developments shortly, shipping the material to the coopersage works in Louisville.

Charles M. Knuckles, Viper, Ky., near Whitesburg, has closed an important-timber deal in Leslie county, Kentucky, and has stated that the property would be opened and mills installed.

Joseph Ledford of Lombard, Menifee county, Kentucky, near Mt. Sterling, has sold 3,000 acres of timberland to the Broadhead-Garrett Company of Clay City. The timber is across the line of Menefee and Wolfe counties. This company operates mills in eastern Kentucky, at Nada and Clay City, and may not open the new holdings for some time.

The Kentucky Wagon Manufacturing Company is handling a large volume of business this season, a portion of which is government work on assembling motor ambulances. The company has been advertising steadily for both skilled and unskilled labor, and has been having trouble in getting as many men as are needed.

George Mercke, formerly head of the American Laundry Company of Louisville, recently sold his interests in order to go in with his brother Charles Mercke of the Jefferson Woodworking Company, operating a large plant in southern Louisville.

The Southern Railway, through its foreign freight traffic manager, R. L. McKellar, is working hard on a proposition to get the large shippers and exporters of the North and East to ship more material through southern ports for export, and has diverted solid train loads of material to southern ports. It is claimed that shipping through southern ports would relieve the car shortage materially in that section, and relieve congestion in the East and North. The empty cars could be loaded back North, and increase the car supply greatly. For instance cotton, lumber and various agricultural lines can be shipped to advantage through southern ports. It is claimed by some shippers that the boats do not stop at various ports, but it is said that if the merchandise were offered for export in the southern ports the boats would be there to take it.

◀ ARKANSAS ▶

The Norton & Wheeler Stave Company of Pine Bluff, is building a sawmill at Roe, Ark., which will have a daily capacity of 25,000 feet.

J. H. Keller of Piggott, Ark., on September 1, closed a deal whereby he became the owner of all of the timber of Seven Mile Island, located in the



(WHITE OAK)

LENOX LOGS

KENTUCKY SOFT TEXTURED

White Oak, Poplar

HARDWOODS

AMERICAN LUMBER & MFG. COMPANY

PITTSBURGH, PA.

The following stock is in excellent condition, ready for immediate shipment

5/4 No. 2 Common & Better ASH.....	15,000'
4/4 No. 2 Common & Better BASSWOOD.....	25,000'
5/4 No. 2 Common & Better BEECH.....	150,000'
5/4 No. 3 Common BEECH.....	340,000'
3/4 No. 1 Common & Better BIRCH.....	55,000'
4/4 No. 1 Common & Better BIRCH.....	58,000'
4/4 No. 2 Common & Better BIRCH.....	29,000'
4/4 No. 2 Common BIRCH.....	120,000'
4/4 No. 3 Common BIRCH.....	12,000'
8/4 No. 2 Common & Better BIRCH.....	16,000'
8/4 No. 3 Common BIRCH.....	10,000'
4/4 No. 1 Common & Better HARD MAPLE.....	50,000'
8/4 No. 2 Common & Better HARD MAPLE.....	25,000'
10/4 No. 2 Common & Better HARD MAPLE.....	15,000'
4/4 No. 3 Common HARD MAPLE.....	40,000'
5/4 No. 3 Common HARD MAPLE.....	250,000'
8/4 No. 3 Common HARD MAPLE.....	100,000'
4/4 No. 2 Common & Better SOFT ELM.....	68,000'
4/4 No. 3 Common SOFT ELM.....	110,000'
6/4 No. 2 Common & Better SOFT ELM.....	36,000'
4/4 No. 2 Common & Better SOFT MAPLE.....	50,000'

IDEAL
HARDWOOD
SAWMILL



Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Plain & Qtd. Red & White OAK AND OTHER HARDWOODS

Even Color

Soft Texture

MADE (MR) RIGHT OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

St. Francis river, a few miles East of Piggott. The timber was bought from Bowell & Wood and G. W. Marshall.

Sales of timber from the two national forest reserves in Arkansas for the year ending June 30, 1917, yielded a revenue of \$11,381.21, of which \$7,298.81 was from the Arkansas forest, and \$4,088.40 was from the Ozark national forest. There are about 290,000 acres in the Ozark national forest, and 627,000 acres in the Arkansas national forest, making a total of nearly 1,000,000 acres or about 1,400 square miles of land in Arkansas that has been sold by the National Government.

Little Rock received 619 carloads of lumber during August, 1917, according to the monthly freight statement issued by the Little Rock Board of Commerce. This is an increase of 178 carloads over the receipts during August, 1916. An increase of 144 carloads is also shown for August, 1917, over August, 1916, in the number of shipments made from Little Rock. The actual increase of receipts and shipments is not fully shown by the above figures, however, as cars this year have been loaded much heavier than in previous years. A considerable part of the increase in receipts is due to the lumber consumed in erecting the buildings at Camp Pike for the use of the army of about 45,000 men, who are being stationed at that place.

WISCONSIN

E. A. Tanner, Delta, Ia., and James F. Tanner, Springfield, Wis., are contemplating the establishment of a plant at Prairie du Chien, Wis., to utilize a large supply of black walnut timber and walnut logs along the Mississippi at this point, for the manufacture of aeroplane lumber, rifle stocks and veneer for furniture and other purposes. An egg-case manufacturing plant also is to be established to use basswood, cottonwood and other soft timber.

Ben D. Stone, formerly interested in the Rainy Lake Lumber Company, Virginia, Minn., and in recent months residing at Wausau, Wis., has become associated with the Bissell Lumber Company, Marshfield, Wis., and has moved to that city with his family. Mr. Stone is a brother-in-law to F. K. Bissell.

The Hardwood Products Company, Neenah, Wis., has taken a large contract for manufacturing munition containers for the government, and will immediately employ extra crews for day and night operations. The contract is said to be worth approximately \$1,000,000 and will require the entire output of the plant for many months.

The Lawson Aircraft Corporation, organized several months ago at Green Bay, Wis., and now operating in leased quarters in the former plant of the American Woodworking Machinery Company, has broken ground for a plant of its own, to cost about \$50,000. The company is capitalized at \$300,000. Alfred W. Lawson is vice-president and general manager.

The Northwestern Cabinet Company, Menomonie, Wis., has been incorporated with a capital stock of \$10,000 by William A. Johnson, F. L. Hinman and Frank Dassow, to manufacture phonograph and musical instrument cabinets and similar goods.

The Falls Manufacturing Company, Oconto Falls, Wis., is erecting a 225-foot reinforced concrete smokestack to supply its two large power plants, recently enlarged. The stack will be the largest structure of its kind in the world.

The D. & D. Hanger Panel Glue Company has been incorporated at Sheboygan, Wis., by Jerome P. Davis, Herman Davis and Harriet Davis. The capital stock is \$25,000.

The Northern Furniture Company, Sheboygan, Wis., is taking bids for the erection of a six-story finishing plant and warehouse, of brick and concrete, with mill floors, to cost about \$100,000. The work is in charge of Architect W. C. Weeks, Sheboygan.

The Automobile Ice-Box Manufacturing Company, Superior, Wis., has been organized with \$50,000 capital to manufacture self-contained refrigerating units for automobiles, motorboats, etc. Gustaf Engelbrikt, Nels L. Jensen and Theodore Meronk are the incorporators.

The Giddings & Lewis Manufacturing Company, Fond du Lac, Wis., has disposed of its entire sawmill machinery department to the D. J. Murray Manufacturing Company, Wausau, Wis., which now becomes the largest maker of such equipment in the country, from the standpoint of variety of product. The sale includes all rights, patterns, designs, trade-marks, etc. Giddings & Lewis band mills and resaws, both vertical and horizontal, are widely known throughout the world. The Fond du Lac concern is now confining its attention to lathes and other machine tools.

The Cruiser Motor Car Company, Madison, Wis., has been incorporated with \$250,000 capital under the laws of Maine and will build a plant in Madison at a cost of \$100,000 to manufacture a touring and roadster type of automobile, completely equipped for quick conversion into a camping outfit. The government already has agreed to take 500 of the cars for army service, it is stated. Winthrop J. Burdick, Chicago, is vice-president and general manager.

The Northern Wood Products Company, Glidden, Wis., is building an addition and installing more machinery to effect a more extensive utilization of the raw material at its disposal. The new department will furnish employment for many girls and women because of the light nature of the work.

The Stoughton Wagon Company, Stoughton, Wis., is equipping one of the former buildings of the Gerard Lumber Company in that city as a saw-mill, to be operated by electric power.

Rieboldt & Wolter, Sturgeon Bay, Wis., are adding several new wood-

working shops to their shipbuilding plant to facilitate the construction of a frame steamer, 264 feet long, requiring 800,000 feet of oak lumber. The boat was contracted for by the Crosby Transportation Company, Milwaukee, but has since been taken over by the government. It will come out in May. The new facilities at the yards include a 36-inch band saw.

The Wisconsin Box Company, Wausau, Wis., has shut down its sawmill for the season and before resuming operations on January 1 will install a large steam boiler to heat water for the log pond.

Arthur Tracy, Crandon, Wis., has made a new contract with E. O. Anderson, Shawano, Wis., to put in logs. Mr. Tracy will operate the same camps, near Crandon, which were in his charge last season.

The Crocker Chair Company, Sheboygan, Wis., has supplanted its old rotary mill at Antigo, Wis., with a new bandsaw, and is building a filing room. The rotary mill was in operation more than twenty-five years.

The Hatten Lumber Company, New London, Wis., is looking forward to the most extensive logging operations in its long career, during the coming winter, barring unforeseen obstacles. Three camps will be operated near Galloway and at three points near Rhinelander and Lily, Wis. A number of jobbers also will be employed. Most of the cut will be hardwood, with considerable hemlock and such cedar as may be encountered.

The Wisark Lumber Company, Little Rock, Ark., in which Wisconsin capital holds a large interest, has recently disposed of a tract of 12,000 acres of hardwood in Arkansas, between Memphis and Little Rock, which was purchased as an investment ten years ago.

The Martin Toy Company, Wauwatosa, Wis., has been incorporated with \$10,000 capital by Oscar Martin, Jr., Richard Evans and A. W. Cutting.

The Titan Truck & Tractor Company, Milwaukee, has been organized with \$100,000 capital by Joseph C. Millmann to manufacture 4 and 5-ton motor trucks. The plant is located at Thirtieth street and North avenue. Mr. Millmann was secretary-treasurer of the Stegeman Motor Truck Company, Milwaukee, since its organization until several months ago.

Joseph J. Ott, vice-president and general manager of the John H. Kaiser Lumber Company, Eau Claire, Wis., says that Eau Claire faces the most serious fuel shortage in years unless drastic measures are invoked, either to increase the supply of labor in the lumbering districts or to insure an adequate supply for the coming winter. Cut-over lands in Wisconsin are choked with slabwood, Mr. Ott says, but it has been impossible to supply the consuming public with this material on a livelihood basis.

The Hackley-Phelps-Bonnell Company, Phelps, is advertising throughout the state for labor for its new sawmill and yards, woods work, chemical plant, etc. The company is completing work on its new plant to replace the mills destroyed by fire early in 1917, but finds the supply of labor extremely short.

The Silent Washington Machine Company, formerly of Appleton, Wis., has started work on its new plant in Clintonville, Wis., to cost \$25,000, and will make three types of farm and home machines, with electric, gasoline and manual power. The factory will be ready November 1.

The Oneida Motor Truck Company, Green Bay, Wis., capital stock, \$300,000, will build a new plant costing about \$125,000 with equipment. F. E. Burrall is president.

G. R. Plato, general manager and vice-president of the Northland Lumber Company, Green Bay, Wis., resigned September 1 to take a long rest. He will spend a year in travel with his family. He joined the company twenty-three years ago, taking charge of the erection of a sawmill in Mecosta county, Mich., which later was abandoned. The company purchased the Murphy mills in Green Bay and Mr. Plato was made manager, then being elected vice-president and given the general management.

Alfred A. Laun, New Holstein, Wis., during the past year in charge of the affairs of the Kiel Furniture Company, Milwaukee, has disposed of his local interests to general manager of the Milwaukee factory. He has moved his residence to Milwaukee.

Frank Cleveland has resigned as manager of the Mellen Lumber Company's warehouse at Foster, Wis., and has moved with his family to Mellen, Wis. He is succeeded by M. L. Lawler, for seven years employed as scaler.

William Radford, pioneer lumberman of Oshkosh, Wis., celebrated his eighty-ninth birthday anniversary on August 31.

William H. Stephenson, superintendent of the Menominee River Boom Company, Marinette, Wis., is mourning the death of his wife, who passed away on August 31, aged sixty-one years.

Cyrus C. Yawkey, the well-known lumberman of Wausau, Wis., has been elected captain of the Wausau company of the new Wisconsin Home Guard, established by act of legislature to supplant the Wisconsin National Guard while it is in the federal service.

Hon. Isaac Stephenson, Marinette, Wis., left August 29 on an extended trip through New England and eastern Canada. The main objective is New Brunswick, where former Senator Stephenson was born eighty-nine years ago.

The Hardwood Market

— < CHICAGO > —

As in many other places the retailer here is the man of the hour. The lines of normal consumption for hardwoods, the factories, continue loath to stock up to any great extent for future buying and the emergency

Walnut

Of Character and Color

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3 cars..1" Com. & Bet. Red
2 cars.....1" No. 2 Com.
6 cars,
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8 cars.....1 1/2" No. 3 Com. & Bet.
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SOFT ELM

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HARD MAPLE

2 cars.....1" No. 2 & Bet.
2 cars.....1" No. 3 Com.
3 cars.....2" No. 2 & Bet.

Southern Stock

RED OAK

2 cars.....3/4 Com. & Bet. Plain
1 car.....4/4 No. 2 & Bet. Plain

WHITE OAK

1 car.....2" No. 2 & Bet. Plain

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Oak Mouldings, Casing, Base and Interior
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OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried
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We have a complete assortment of practically

**ALL GRADES &
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Mills: RHINELANDER
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OAK LUMBER
OAK FLOORING**

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We have 115,000,000 feet in pile.

Accurately Manufactured, Carefully Graded, Priced Right

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needs which spring up frequently must necessarily be met from local yard stocks and handled in wagon load lots. The carload man, however, does not show so much concern over this situation as he does over continued difficulty in buying and delivering. Most of the northern stocks upon which he would normally have the call are badly broken and prompt selection of lines to fill in customers' needs is next to impossible. The same can be said of hardwoods from the South, though greater disorganization of lines is seen in the northern product. Coming as it does in the face of tremendously expanded abnormal demands which far more than compensate for decrease in regular orders and with the prospect of certain elements in the factory trade getting into the market again very shortly, the prospect is for continued difficulty in meeting all needs expeditiously.

◀ BUFFALO ▶

The hardwood market shows some slowing up on account of the war preparations and that has affected the building and furniture trades. At the same time, a good volume of business is coming from factories manufacturing equipment needed in the war. This is expected to be a good outlet for stock for some time, while not much is expected from more staple lines. Big building has largely stopped, except in such instances as large factories which are expanding to take care of war contracts. In such cases a large supply of lumber is called for, but not much of it is hardwood. The general trend of prices appears to be upward and buyers who need stock in a hurry are not shopping around so much as formerly, being most particular to get delivery.

The woods most in demand are maple, oak and ash, which are running largely to thick stock. Prices are holding strong. Yards are increasing their assortments as much as possible, anticipating a severe car shortage this fall and a heavy demand for special woods. Little is being done in the most expensive woods such as mahogany, partly because of the high prices, which are the result of the curtailment of stock since vessels became scarce. Quartered oak is rather slow. Poplar is holding its own and some yards are doing more with panel stock than for some time past. Cypress is fairly active.

◀ PITTSBURGH ▶

In the opinion of most Pittsburgh wholesalers the bulk of business this fall will be done with manufacturing and industrial concerns. These firms are enjoying unusual prosperity. There is every reason to believe that they are going to be very busy right through the winter. Their stocks of hardwood are not large and although they have not signed contracts for 1918 stocks they are getting their fall lumber in as fast as possible. Prices for these stocks are going to be firm, it is believed. Railroad inquiry shows that there will be a considerable amount of business done with the railroads, especially in oak and bridge timbers. Trade with the mining companies in medium-grade hardwoods has been unusually large all the fall. The \$2.00 coal prescribed by the government may curtail mining operations and cut down this trade somewhat. Yard business is very disappointing and shows no signs of waking up.

◀ BALTIMORE ▶

In a general way the hardwood situation may be said to show no change. The difficulties under which shippers labor are not removed, and much time is still being spent in conferences with railroad officials in the hope of securing cars or having them forwarded. Most of the hardwood men assert that they could do a considerably larger business if they were able to make delivery, but the movement of stocks is still attended by serious and troublesome delays, even when they are under way. In many instances the shippers find themselves unable to secure cars and are at the mercy of the transportation companies. The mills find the labor situation a handicap on their operations. Workmen are hard to get and their demands are such as to increase production cost far above anything perhaps ever before experienced by the manufacturers of lumber. Because of the delays in the forwarding of lumber, the buyers manifest a disposition to anticipate wants on the theory that if plenty of time is allowed, shipments may arrive by the time they are really needed. The production, moreover, is so reduced that in spite of any deficiency in movement, no congestion is to be reported, and good, dry stocks are even at times not to be had in the quantities desired. As a rule the buyers are not disposed to anticipate requirements. If they happen to need a lot of lumber they are ready enough to pay the price asked, and if they have no necessities to take care of they are out of the market. The sellers refrain from urging the buyers to place orders far in advance, for there is no certainty what turn the trade will take.

The quotations are quite well maintained, even though the stocks used by the builders have relatively limited call now for the reason that construction work continues to lag in consequence of the high cost of materials of all kinds. The lower grades are called for with greater freedom than the high-grade lumber, but the whole list is in good shape. The trade is speculating as to the course of the government in the matter of controlling lumber. With respect to certain grades a measure of control is already exercised, and some believe that the regulation will be extended to cover most of the list.

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◀ COLUMBUS ▶

The hardwood trade has been fairly steady in central Ohio territory during the past fortnight. Buying is fair, the best feature of which is business placed by manufacturing plants. Dealers are also buying to a certain extent. The tone of the market is good and prospects are rather bright.

The factory demand is increasing day by day. Concerns making boxes and furniture and implement and vehicle concerns are rather liberal buyers. Some of the factories are showing a disposition to increase stocks of hardwoods to guard against a shortage later in the season. This is especially true of concerns which anticipate a good trade during the winter months.

The retail trade is not so active as the factory demand. A few dealers have rather small stocks and some are trying to increase them, while the car supply is fairly good. Dealers, however, are buying only for the immediate present, fearing to accumulate large stocks under existing conditions. Shipments are coming out promptly and the car service is much better than a few months ago. Lower grades are in good demand. Collections are good in all sections.

Prices are firm at the levels which have prevailed for some time. All charges have been upward and it is believed that even higher quotations will prevail during the fall and early winter. There is good demand for plain and quartered oak stocks at former prices. Poplar is strong, especially the lower grades. Chestnut is firm and strong. There is a good demand for both ash and basswood. Other hardwoods are unchanged.

◀ CLEVELAND ▶

An analysis of the Cleveland hardwood market shows that it is more unsettled at present than at any time for some months. Following a general weakening of prices about a fortnight ago news comes that the shipping outlook is dubious and that although present stocks in many lines are fast dwindling there is no certainty that they can be replenished for some time to come. Followers of the market are not making any predictions. It is generally held that if a sufficient number of cars can be secured sufficient supplies can be brought in, in some cases enough to substantially reduce prices, as prices at present are held up only by the lack of supply—not strength of demand. Added to the railroad embargo is the certainty that Pacific coast mills will be shut down till January 18, insuring a dearth of material from that direction. Among the woods which are holding firm at high prices are oak and maple, largely flooring, and ash.

◀ CINCINNATI ▶

The better grades of hardwood lumber have struck a snag in the local market, the woodworking concerns in particular being conspicuous in the market because of their lack of orders. Notwithstanding this letup from a usually strong factor, the general tone of the hardwood market within the last couple of weeks has been quite satisfactory. So many new avenues of consumption are opening up that a slackening in the movement in any particular direction is not so noticeable as formerly. War orders continue to keep all available hardwood and yellow pine in this section continually on the move. The mills in this section are working to capacity, many reporting their utter inability to keep up with the demand and as a consequence much green lumber is finding its way into the open market here, with not altogether satisfactory results. The lower or common grades in nearly all items in the hardwood list lead in the movement, and in many cases are equal to three-fourths of the entire output. This is apparently a season for the yard-dealer, many of the big consuming factories not coming directly into the market for their large needs, but appear to be picking up their requirements at the various local yards. It is not yet apparent what is the prevailing cause of this hesitancy on the part of the big consumers, but those who are taken as authority for market movements venture the opinion that nothing can be gained at this moment by playing a waiting game.

Prices are on an upward trend almost throughout the list. The spruce market has been going upward in leaps and bounds, receiving its impetus from the airplane industry, while quartered white oak is receiving a boost from the makers of airplanes. Elm is one of the few hardwoods to depreciate in the last few weeks, the demand falling off in a noticeable manner. Maple and basswood show unusual strength in the northern list. Red and white oak and red gum have been particularly active in the southern list lately, all advancing steadily in price.

◀ INDIANAPOLIS ▶

A stronger movement in the higher grades of hardwoods is creating a healthier tone in the market, even the building trades being responsible for an improvement after several weeks of inactivity. Demand is strongest for the upper grades, although a fair demand exists for the hardwoods of lower classes. Dealers profess to feel the influence of government orders in this territory, although not many of these contracts are being filled here now.

The demand is fairly well distributed with probably white oak, hickory, gum and walnut leading. The call for gum is strong, as furniture manufacturers are buying heavily. Consuming plants are providing most of the business at the present time, although the building operations came back to life late in August, with the result that sash and door manufacturers

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Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 4 1/4" Clear Sap Poplar, 5-16" wide; 1/2 car 4 1/4" Panel Poplar, 18" & up wide; 1 car 3/4" No. 1 Common Ash; 2 cars 4 1/4" FAS Sap Gum; 1 car 5-4 FAS Plain Red Oak; 1 car 4 1/4" No. 1 Common & Better Red Oak.

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CINCINNATI

Hardwood Manufacturers and Jobbers

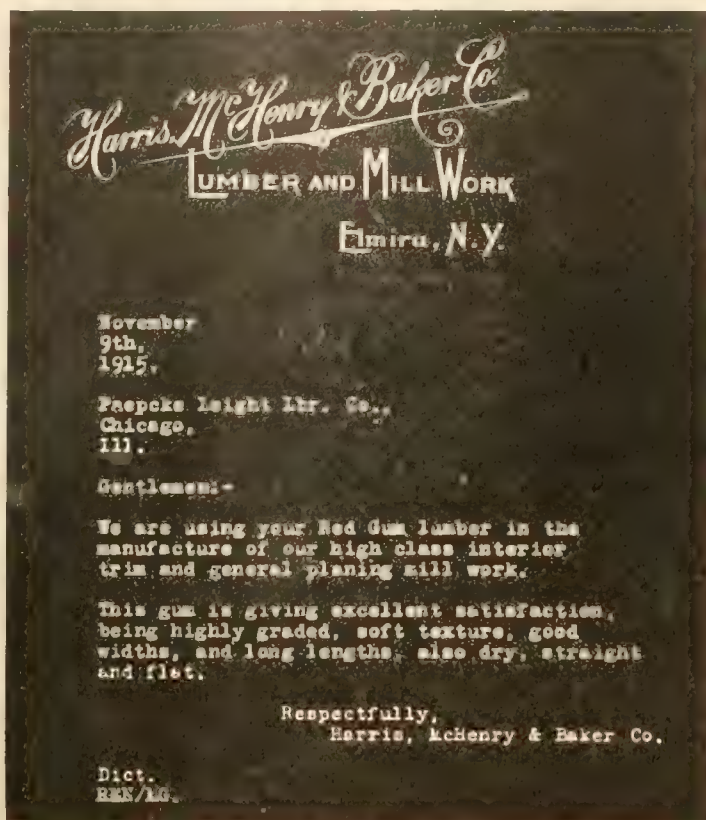
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High Grade
Northern and Southern
Hardwoods and Mahogany

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Of course it is true that

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Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

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CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

report a healthier demand. Box manufacturers are heavy buyers of the materials used in their industries, and predict that the demand will increase as a result of the great demand for packing materials for the government.

The car situation is better than most of the trade expected. Although cars are not what might be called plentiful, shipments are put through with less delay than might be expected. The slow grain movement throughout the Middle West is believed to have relieved the car troubles of the lumber trade materially. Prices remain firm. The farm trade is slower than was expected, because of the lateness of all crops. Collections are good.

◀ EVANSVILLE ▶

Hardwood lumber manufacturers in southwestern Indiana, southern Illinois and western Kentucky report that August brought in a volume of business that compared favorably with the corresponding month of last year. Most of the up-town plants in Evansville are being operated on full time and one is running on the day and night schedule. There is a strong demand for lumber used by wagon and truck manufacturers who are busy turning out orders for the government. The demand for quartered white oak, poplar, ash and hickory is strong and prices are high. Walnut is in only fair demand. Some sales of quartered sycamore have been reported here during the past few weeks. Elm and maple are strong. Cottonwood is moving fairly well and great quantities have been bought by box factories in the Middle and Central West. Manufacturers state that the car shortage problem does not worry them much now but they fear that when the government starts to move large numbers of troops they will have difficulty in getting cars. Manufacturers are still worried over the labor shortage. Collections are good and the crop outlook in southwestern Indiana was never better at this time of the year. Indications are that a bumper corn crop will be gathered this fall. Planing mills are doing a fair business and sash and door men manage to keep busy. Building operations are a little more active. Taken as a whole, the situation is not bad and both wholesalers and retailers are forgetting the war and buckling down to business.

◀ MEMPHIS ▶

While members of the trade admit that there is only a moderate number of inquiries in the market at the moment, they are free to confess that there are more now than there were a fortnight ago. They are further inclined to believe that the dullness incident to the summer season is a thing of the past and that there will be a gradual return of active buying

very soon. Congressional legislation affecting incomes and excess profits through imposing taxes on both has been a deterrent factor for some time, in the opinion of members of the trade, and, with this uncertainty eliminated, the view obtains that private industry will show greater activity than recently. All members regard hardwood holdings as exceptionally good property even under present rather quiet conditions and there is no disposition in any direction to throw lumber on the market or to offer it at concessions for the mere sake of moving it. Stocks of hardwood lumber are considerably below normal and hardwood production is also below, rather than above, the average. Car shortage is felt in production through the scarcity of equipment for supplying the mills with logs and there is nothing of encouraging import in the outlook for hardwood manufacture, a condition which adds to, rather than detracts from, the value of the stock now on hand. Deliveries are still far behind. Official figures given elsewhere in this issue of HARDWOOD RECORD show that outbound shipments of lumber are being handled on the basis of 25 to 80 per cent of the actual requirements of shippers which means that many orders are either not being filled at all or are filled quite some time after they are booked.

Furniture interests are increasing their purchases in the way of oak and gum and the American Oak Manufacturers' Association is doing its best to ascertain the possible requirements of manufacturers of furniture and cabinet articles heretofore using metals, with a view to helping them secure the oak that may have to be substituted therefor. It is recognized that practically the entire metal supply of the country is being requisitioned by the government in the prosecution of the war and that some substitute will have to be found by those heretofore using these metals. Furniture distributors have been a little slow about placing their orders because of the uncertainty of business but the belief obtains here that they will increase their buying in a large way very shortly and that oak furniture will be very popular. Vehicle manufacturers are among the largest buyers at the moment. Automobile interests are taking large quantities of southern hardwoods while considerable quantities are going into the manufacture of truck bodies and army wagons, as well as other equipment needed by the government. Airplane manufacturers are rapidly increasing their output and this means increasing needs in the way of ash, quartered oak and other materials. The shipbuilding program is making much more rapid progress, following the settlement of the Goethals-Denman controversy by the elimination of these two gentlemen, and whole units for wooden vessels are being furnished by southern hardwood manufacturers. Government needs are expected to expand rapidly this fall and the Southern Hardwood Emergency Bureau is doing everything in its power to find out the quantity of southern hardwoods available, the number of mills operating and the character and amount of stock they produce. It is further making earnest

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Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

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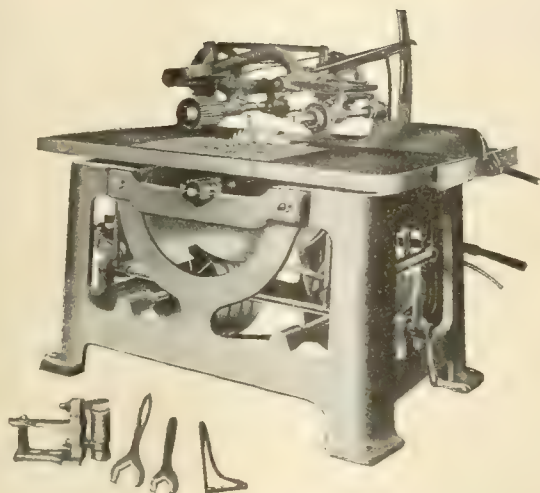
has a positive and powerful feed which handles the heaviest material the sawmill takes just as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

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INDIANAPOLIS, INDIANA



The "HOOSIER," the rip saw which makes profitable dimension manufacture and grade refining at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it—Will you?

appeal for the cooperation of every hardwood manufacturer in the South in meeting the requirements of the authorities at Washington. Box manufacturers continue to do an exceptional business and there is marked activity in the lower grades of cottonwood and gum as well as in other classes of low-grade stock. Box interests are turning out enormous quantities of containers, both boxes and crates, for the handling of war supplies and the belief prevails here that the box business will continue extremely active for the period of the war. Cottonwood and gum are strong in the lower grades because of the unusual demand therefor and because of the scarcity of offerings as measured by this unparalleled demand. There is also an excellent demand for box boards in both cottonwood and gum and prices thereon are quite firm. Quartered red and plain oak are reported just a little slow in the higher grades. The gum market as a whole presents quite a firm front and the position of both ash and hickory continues strong. There is a good business in cypress and the lower grades of oak are in good request.

← LOUISVILLE →

The local jobbers and manufacturers of hardwoods are meeting with a fairly steady demand for all grades of thick stocks such as oak, ash, elm, some beech, hickory, and gum, these lines being active and promising to continue so during the life of the war. However, things are not going as well as might be expected in the furniture and building trades, although the wagon, auto and truck manufacturers are all fairly good buyers. The market has been a little weak in price within the past few weeks, although prices have been well maintained. The demand has not been what it was in July and early August, but is really very good for September, August and early September generally being quiet. Indications are for a general revival of buying as soon as some of the stocks on hand are consumed, many consumers now working on recently delivered stock which were purchased months ago at low prices, and which make it hard to get back to high quotations. Gum has been active and prices firm. Walnut and mahogany are very active, while maple is scarce and high. Walnut is showing the way to a large extent, and is easy to sell. All veneers, including walnut, oak and mahogany, are selling as fast as they can be produced. One reason why local lumber dealers figure that prices will hold up is that surplus production this year has been comparatively light and dealers are too anxious to obtain surplus stock to sacrifice them in an effort to obtain business. At the present time many concerns are carrying good orders on their books, many of which have been held for some time, and every effort is being made to get these stocks cut and out. Not much future business is being booked, as many of the dealers figure that the market will go still higher, and don't want to be jammed. There is a very

active demand for first class poplar box boards, wagon manufacturing plants taking all of this stock that the market is supplying.

← ST. LOUIS →

There is little to report in the local hardwood situation. Shipments from the mills, although coming in fairly well, are rather below the average and considerable complaint is being made. All items of high-grade stuff are in good general request and prices on almost all items are strong. The principal ones show an advancing tendency. The request for plain and quartered stock is reported as being more active than for some time past. The demand for ash is inclined to be active. The call for gum, hickory and cottonwood is of seasonable proportion, and the box makers are ordering considerable. Walnut is in brisk movement. Prices are as strong as at any time in recent years. The outlook, taking everything into consideration, is very encouraging for future business. The cypress trade, locally, is quite good. The demand from the factory trade compares favorably with the call from the yards. Some advances in prices are reported on some of the items most in request. The retail yards find it hard to place orders with the mills and those who have not placed their orders will find it rather hard to get stock shipped to them for their fall requirements.

← MILWAUKEE →

Prices on all woods are firmly maintained and prospects are that this condition will continue indefinitely. With an increasing demand to be noted from nearly all of the usual sources, and a production that seems certain to be subject to shrinkage from now on, conditions are regarded by authorities in the industry to be favorable. There are, however, numerous factors of an unfavorable nature that confront manufacturers, dealers and consumers, chief among which is the growing shortage of labor, both at the mills, and for the coming winter's operations in the woods.

Contractors and lumber companies which do their own logging, are preparing for the winter's campaign and thus early are being given a fair idea of unfavorable conditions that will have to be faced. Not only is it extremely difficult to procure labor, but the prices of equipment, teams, foodstuffs and other necessities are constantly climbing in price and shrinking in supply. The experience of summer loggers has not been favorable to profitable operations for just such reasons.

New construction has seen an upturn after a considerable period of dwindling volume, and hardwood manufacturers find solace in this condition. The wholesale trade is in a rather optimistic mood, as everything points to a strict maintenance of the present high level of prices for some time to come and there seems to be little chance that the list will ease up or take a tumble.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

CLASSIFIED ADVERTISEMENTS

Advertisements will be inserted in this section at the following rates:

For one insertion.....25c a line
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Eight words of ordinary length make one line.
Heading counts as two lines.
No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

WANTED FACTORY

Superintendent for rotary gum mill in Memphis. Must be experienced and able to economically handle all work from lathe to car. Must be efficient with colored labor. State full particulars in first letter. Address, "BOX 86," care Hardwood Record.

CHICAGO HARDWOOD SAWMILL

Operator wants a sales manager familiar with the consuming trade for oak and gum. Possibilities for position dependent upon the ability and energy of the applicant. Reference and experience should be given. Address "BOX 92," care Hardwood Record.

WANTED—FILER

for hardwood flooring plant and general planing mill using band rip and resaws, also small circular saws. Want man who can fit up side heads, etc. Permanent to right party. Good location. Address "BOX 89," care Hardwood Record.

EMPLOYMENT WANTED

WANTED—POSITION AS MANAGER

Of Hardwood lumber operation. 20 years' experience. Have been successful with my own mills and as buyer and seller in wholesale hardwoods. Address "BOX 82," care HARDWOOD RECORD.

MANUFACTURERS-WHOLESALEERS-EMPLOYERS

when you want good Salesmen, write the Empire State Association of Lumber, Sash & Door Salesmen, J. H. RUMBOLD, Sec'y, North Tonawanda, N. Y.

LOGS WANTED

WANTED—BLACK WALNUT LOGS.

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

1280 ACRES

black land, 1 1/4 miles railroad, 5 million feet oak; land worth \$40, with timber off, price \$20. M. C. WADE, Texarkana, Ark.

FOR SALE

Twenty thousand acres of timberlands in Desha County, Ark.; a fine opportunity for mill owners to secure future supplies. For particulars address, A. MAAS & CO., Memphis, Tenn., sole agents.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,

Forest Engineer,

East Tennessee Bank Bldg.,

Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,

Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. LAUDERBURN, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

WANTED—CRATING STRIPS

6/4x2", also 3", also 4" also 6", Crating Strips. 5/4x3", also 4", also 6" Crating Strips. Band Resawn, Rough; either Yellow Pine, Poplar, Basswood, Gum or Tupelo.

Will want solid cars each width; can take one to five cars each width for immediate shipment. Quote cash price delivered Pittsburgh, Pa., rate. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists. R. H. CATLIN CO.

Equitable Bldg., Wilmington, Del.

WANTED BLACK WALNUT

1" thick, 1x8" and up wide by 8' and over long in 1 & 2s also selects. In lots of 500 ft. or more. Pay cash. E. L. EDWARDS LBR. CO., Dayton, O.

WANTED—LOCUST

1 1/2 x 1 1/2, 28, 34 and 38" long. Also turned locust, 1 1/2 x 32 and 36 and 1 1/4 x 26. Car lots or less f.o.b. your station. Name price and time of delivery.

E. W. VANDERBILT, 126 Liberty St., New York City.

WANTED TO BUY FUEL WOOD

All kinds for shipment to Chicago. Prompt pay, good prices. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

WANTED—WHITE ASH

1" to 4" in thickness, all grades. Will pay cash and inspect at mill.

BUFFALO HARDWOOD LUMBER CO.,
940 Seneca St.,
Buffalo, N. Y.

WANTED

300 M feet 4/4" S. W. Chestnut
200 M feet 5/4" S. W. Chestnut
150 M feet 6/4" S. W. Chestnut
1,000,000 feet 4/4" No. 2 Com. Birch
50 carloads Birch, Beech, or Hard Maple, sound stock, S2S to 3/4" and cut 22 1/4" long.
Address "BOX 80," care HARDWOOD RECORD.

WANTED TO BUY

2 1/2 x 3 1/2—7' & 8' Clr. Red & White Oak.
3 1/4 x 3 1/2—8' & 8'6" Clr. White Oak.
2 3/4 x 4 1/2—12' Clr. Tough Oak.
1 1/2 x 2 1/4—4'6" & 5' Clr. Oak.

Each item is a separate shipment; write us for orders.

THE PROBST LUMBER COMPANY,
Cincinnati, Ohio.

LUMBER FOR SALE

INDIANA HARDWOODS FOR SALE

4 cars 1" Com. & Btr. Plain Oak.
2 cars 1" No. 2 Com. Plain Oak, dry.
2 cars 1" No. 1 & No. 2 Com. Qtd. W. O.
2 cars 1" No. 1 Common Poplar, dry.
2 cars 1" & thicker L. R. Walnut.
1 car 1" & 2" Com. & Btr. Ash.
1 car 2" & 3" Com. & Btr. Soft Elm.
1 car 2" Com. & Btr. Maple.
1 car 3" Com. & Btr. Poplar.
1 car No. 2 & 3 Com. 1" Ash, dry.
2 cars 2" No. 2 Com. & Sound Cull Oak.
1/2 car 2" 1s & 2s Dry Poplar.
1/2 car 1 1/4" Saps Dry Poplar.
1/2 car 1" Com. & Btr. Chestnut.
1/2 car 1" L. R. Linn, dry.

All strictly Indiana stock, circular sawn.
C. M. CRIM & SON, Salem, Ind.

FOR SALE

1 car 4/4 No. 2 Com. Sap Gum.
1 car 8/4 No. 2 Com. Sap Gum.
1 car 8/4 Com. & Better Red Gum.
1 car 4/4 No. 1 Com. Sap Gum.
1 car 4/4 No. 1 Com. Tupelo.
1 car 6/4 No. 1 Com. Red Gum.
1 car 4/4 Log Run Soft Maple.
2 cars 4/4 No. 2 Com. & Sd. Wormy Chestnut.
1 car 4/4 Tupelo Boxboards.
1 car FAS Tupelo.
1 car 8/4 log run Beech.
1 car 4/4 Cottonwood boxboards.
1 car Com. & Better Tupelo.

THE PROBST LUMBER COMPANY,
Cincinnati, Ohio.

Timberland Loans

Loans to lumbermen or timber owners negotiated with the precision of practice which results from 37 years experience.

Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES D.
LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

FOR SALE—BIRCH.

2 cars 10/4 No. 1 Com. & Bet.
2 cars 12/4 No. 1 Com. & Bet.
5 cars 5/4 No. 1 Com. & Bet.
5 cars 4/4 No. 1 Com. & Bet.
Send us your inquiries.

BUFFALO HARDWOOD LUMBER CO.,
940 Seneca St.,
Buffalo, N. Y.

TIMBER FOR SALE**FOR SALE—1800 ACRES**

Gum and Oak timber in Arkansas; \$20 per acre. Four miles from railroad, with logging road from timber to railroad. Good location for mill. Good place to buy logs, and splendid opportunity for anyone wanting timber.

Also 4500 acres (largely oak) in Tennessee; \$10 per acre. This is a big bargain.

Address "BOX 75," care HARDWOOD RECORD.

DIMENSION STOCK WANTED**WANTED—CLEAR OAK DIMENSION**

1 1/2", 1 3/4", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

POPLAR WANTED

8x8 SQUARES FAS
9x9 SQUARES FAS
3" FAS

JAMES CROWELL,
Ft. of Cross Street,
Newark, N. J.

WANTED—BIRCH SQUARES

2 cars 2"x2"x23" clear. Quote price delivered here. THOMAS ORGAN & PIANO CO., Woodstock, Ont., Can.

WANTED PRICES ON

Birch, Beech and Maple in carload lots 1" full x1" full, 19" long or multiples or in 1" full boards 19" long or 38" long, delivered in Philadelphia, Pa. Address

ALFRED P. BUCKLEY, 932 N. Broad St., Philadelphia, Pa.

VENEERS FOR SALE**FOR SALE**

1 car Quartered White Oak Veneer backing boards 3/4" to 3/8" thick.

W. T. THOMPSON VENEER CO.,
Edinburgh, Ind.

FOR SALE.

1. carload 1/20" sawed quartered oak veneer, 6" and wider, about equal amounts of 36", 38" and 42" lengths. All full sizeitches, cut in dimension lengths in the log, soft texture and well figured. THE BREECE MFG. CO., Kenova, W. Va.

MISCELLANEOUS**HARDWOOD SAWDUST WANTED**

We are open for all kinds of dry hardwood sawdust; we buy in carload lots. NATIONAL SAWDUST CO., 102 North 1st Street, Brooklyn, N. Y.

MACHINERY WANTED**WANTED**

DRY KILN EQUIPMENT (SECOND HAND) COMPLETE OUTFIT FOR DRYING LUMBER, CONSISTING OF STEAM PIPING AND FITTINGS, LUMBER BUGGIES, RAILS, ETC. MUST BE IN GOOD ORDER; NO JUNK OR SCRAP. SEND COMPLETE DESCRIPTION AND LOWEST CASH PRICE.

CINCINNATI FLOOR CO., 223 W. 4th,
Cincinnati.

MACHINERY FOR SALE**TRACTOR FOR SALE**

One Heer road tractor in first-class condition, 24-40 horsepower; wheel tread 14"; double action engine gear, front wheel pull, hind wheels push; weight 10,000 lbs. distributed on four wheels; goes any place a log wagon can; two speeds and reverse; oil burner; regular engine cab. Will be sold at bargain. Also one Lindsay 8 wheel log wagon with 8" tire for use with above tractor. BUCKEYE VENEER COMPANY, Helena, Ark.

FOR SALE

One 48" American band resaw rebuilt with four saws and new automatic Eagle sharpener. One Westcott broom handle lathe rebuilt. One 8" four side moulder in fine condition. Lumber trucks, shafting, pulleys, hangers, boxes. D. C. SHIREY & SON, Youngstown, Pa.

BUSINESS OPPORTUNITIES**FOR SALE—PLANING MILL**

In eastern Kansas, fully equipped with modern machinery, natural gas and electric power, freight elevator, steam heating and dynamo for lighting. Finest location, on switch, railroad center. Good trade. Brick and cement building 52x130 ft. two floors, besides dry kiln, glue room and lumber sheds. Full information given. Address "BOX 91," care HARDWOOD RECORD.

WISCONSIN & NORTHERN R. R.

solicits correspondence with responsible lumbering firms who are looking for a sawmill location. Territory carries enough virgin timber to supply mills for several years. Choice sites; good logging conditions. For particulars write,

HARRY PETERSON,
Industrial Dept., Wis. & Nor. R. R. Oshkosh, Wis.

HARDWOODS FOR SALE**LUMBER****ASH**

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 2 C. white, 8/4, usual width and length, 1 to 2 yrs. dry, northern stock. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 3 C. 6/4". BELLGRADE LUMBER CO., Memphis, Tenn.
FAS 5/4"; COM. & BTR., black, 4/4. HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
FAS 5/4, 6/4, 8/4 & 16/4", 6" & up; NO. 1 C. & BTR. 14/4", 5" & up; NO. 2 C., white, 8/4", 3" & up; NO. 1 & 2 C. 20/4", 5" & up, bone dry. RIEL-KADEL LUMBER CO., Memphis, Tenn.
NO. 1 C. 5/8", reg. width & length, dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

BASSWOOD

FAS 6/4", NO. 2 C. 5/4 & 6/4. BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. 10/4", mostly 5 to 7" wide, usual length, 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 4/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
NO. 1 C. & BTR. 4/4", 10 & 12'; NO. 1 & BTR. 5/4". MASON-DONALDSON LUMBER CO., Rhineland, Wis.

BEECH

NO. 2 C. & BTR. 4/4", reg. width & length, 1 yr. dry, full log run; NO. 3 C. 6/4", reg. width & length, 8 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

BIRCH

LOG RUN, No. 2 C. & BTR., 8/4", all red and wide in. ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS 10/4"; NO. 1 C. 5/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
NO. 3 C. 4/4", reg. width & length, 6 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.
FAS, SEL. RED, 6/4 & 8/4"; NO. 1 C. 6/4"; FAS, UNSEL., 6/4 & 8/4". MASON-DONALDSON LUMBER CO., Rhineland, Wis.

CEDAR

RED 4/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

CHERRY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

CHESTNUT

FAS & NO. 1 C. both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. 4/4" to 8/4", usual width and length, 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 4/4" to 8/4", 6" & up, std. length, 18 mos. dry; NO. 1 C. 4/4-8/4", 4" & up, std. length, 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

COTTONWOOD

NO. 2 C. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

CYPRESS

SHOP & SEL., both 4/4", 5" & wider, 8-16", 6 mos. dry. ANDERSON-TULLY CO., Memphis, Tenn.

NO. 1 SHOP 4/4", Miss. stock. ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

NO. 1 SHOP & BTR. 4/4-16/4", 6" & up, std. length, 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

ELM—SOFT

COM. & BTR. 8/4, 10/4, 12/4 & 16/4", all 4" & wider, 8-16", 8 mos. dry. ANDERSON-TULLY CO., Memphis, Tenn.
LOG RUN 10/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.
LOG RUN 10/4". BELLGRADE LUMBER CO., Memphis, Tenn.
LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.
NO. 1 & BTR. 8/4". MASON-DONALDSON LUMBER CO., Rhineland, Wis.
NO. 2 C. & BTR. 12/4", dry. RIEL-KADEL LUMBER CO., Memphis, Tenn.
LOG RUN 10/4 & 16/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.
LOG RUN 8/4", reg. width & length, green. SWAIN-ROACH LUMBER CO., Seymour, Ind.

GUM—SAP

FAS 4/4", 6" & up; NO. 1 C. & SEL. 4/4", 12" & up; NO. 2 C. 4/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.
NO. 2 C. & BTR. 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.
FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.
NO. 1 C. & NO. 2 & 3 C., both 4/4". GEO. C. BROWN & CO., Memphis, Tenn.
FAS, QTD., 6/4 & 8/4", 6" & up, 50% & btr., 14-16", 6 mos. dry. R. J. DARNELL, INC., Memphis, Tenn.
COM. & BTR. 5/4 & 6/4"; COM. & BTR., QTD., 6/4, 8/4 & 10/4". GAYOSO LER. CO., Memphis, Tenn.

GUM—PLAIN RED

NO. 1 C. & BTR. 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.
NO. 1 COM. 4/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

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HARDWOODS FOR SALE

FAS 6/4", reg. width. & lgth., 5 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
FAS 4/4", reg. width. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

GUM—QUARTERED RED

COM. & BTR. 4/4 & 5/4", 4" & wdr., 8-16", 10 mos. dry. ANDERSON-TULLY CO., Memphis, Tenn.
NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. & BTR. 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.
FAS 6/4", reg. width. & lgth., 5 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
COM. & BTR. 4/4", ran. width. & lgth., 8-12 mos. dry, sliced boards highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.
COM. & BTR. 8/4, 10/4 & 12/4", good widths. & lgths., dry, sap no def. MAY BROS., Memphis, Tenn.
NO. 1 C. & BTR. 8/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
FAS 4/4"; FAS FIG. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
LOG RUN 8/4". GAYOSO LUMBER CO., Memphis, Tenn.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

FAS 4/4, 8/4 & 12/4", good widths., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
LOG RUN 8/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.
FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
NO. 1 C. & BTR. 4/4 & 5/4", usual width. and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. & BTR. 4/4", 10" & up, reg. lgth., 10 mos. dry, 80% fas; NO. 2 C. & BTR. 8/4", reg. width. & lgth., 1 yr. dry., 3-5% No. 2 C.; NO. 1 C. & BTR., QTD., 4/4 & 1 1/16, both reg. width. & lgth., 1 yr. dry., 50% fas. EAST JORDAN LBR. CO., East Jordan, Mich.
NO. 1 C. & BTR. 4/4, 5/4, 6/4, 8/4, 10/4 & 12/4"; NO. 1 C. & BTR., QTD., 5/4 & 6/4 & 8/4. W. O. KING & CO., Chicago, Ill.
NO. 1 & BTR. 6/4 & 8/4"; NO. 2 C. 8/4"; NO. 3 C. 7/4". MASON-DONALDSON LBR. CO., Rhineland, Wis.
LOG RUN 10/4", reg. width. & lgth., 1-4 mos. dry. SWAIN-ROACH LBR. CO., Seymour, Ind.

OAK—PLAIN RED

NO. 1 C. 3/4", good widths., 50% 14-16", 2 yrs. dry. ATLANTIC LBR. CO., Buffalo, N. Y.
NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
FAS 10/4", usual width. and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 2 C. & BTR. 3/4 & 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.
NO. 1 C. 4/4 & 5/4"; NO. 2 C. 4/4"; FAS 5/4". GEO. C. BROWN & CO., Memphis, Tenn.
FAS & NO. 1 C. 4/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.
FAS 5/4" & 6/4", reg. width. & lgth., 6 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.
NO. 2 C. 4/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
FAS 3/8, 1/2 & 4/4"; NO. 1 C. 3/8". RUSSE & BURGESS, INC., Memphis, Tenn.
NO. 2 C. & BTR. 4/4-16/4", std. lgth., 18 mos. dry. YEAGER LBR. CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
FAS 5/4 & 6/4", reg. width. & lgth., 8 mos. dry; NO. 1 C. 4/4", reg. width. & lgth., 1 yr. dry. F. T. DOOLEY LBR. CO., Memphis, Tenn.
COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
COM. & BTR. 5/4". MAY BROS., Memphis, Tenn.

FAS 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

NO. 1 C. & BTR. 4/4", reg. width. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

OAK—PLAIN WHITE

NO. 2 C. & BTR. 4/4". BELLGRADE LBR. CO., Memphis, Tenn.
FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
NO. 1 C. 12/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
FAS 4/4"; NO. 1 C. 5/4". GEO. C. BROWN & CO., Memphis, Tenn.
FAS 4/4", reg. width. & lgth., 6 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
FAS 4/4", good widths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
COM. & BTR. 8/4". MAY BROS., Memphis, Tenn.
NO. 2 C. 4/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
NO. 1 C. & NO. 2 C. 1/4". RUSSE & BURGESS, INC., Memphis, Tenn.
NO. 2 C. & BTR. 4/4-16/4", std. width. & lgth., 18 mos. dry. YEAGER LBR. CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

FAS & NO. 1 C. 3/4", good widths., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
NO. 1 C. 4/4". BELLGRADE LBR. CO., Memphis, Tenn.
NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.
NO. 1 C. 4/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.
FAS 1/2 & 3/4", 10" & up, 50% & btr. 14-16", 2 yrs. dry; FAS 3/4, 6" & up, 50% & btr. 14-16", 2 yrs. dry; NO. 1 C. 1/4" & 3/8", 4" & up, 50% & btr. 14-16", 1 yr. dry; NO. 1 C. 5/8, 4" & up, 50% & btr. 14-16", 8 mos. dry. R. J. DARNELL, INC., Memphis, Tenn.
FAS 4/4, 5/4 & 8/4", reg. width. & lgth., 1 yr. dry; FAS 6/4", reg. width. & lgth., 8 mos. dry; CLEAR STRIPS 4/4", 2 1/2-5 1/2", reg. lgth., 1 yr. dry, bright sap no defect. F. T. DOOLEY LUMBER CO., Memphis, Tenn.
SEL. 4/4", reg. width. & lgth., 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.
FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS & CO., Ft. Wayne, Ind.

FAS 4/4", reg. width. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. widths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR. 5/8 & 6/4"; NO. 2 C. 8/4"; C. F. STRIPS 4/4", 3 & 3 1/2" wide. MAY BROS., Memphis, Tenn.

FAS, NO. 1 C., CLR. STRIPS & COM. STRIPS, all 4/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

NO. 1 & NO. 2 C. 1/4". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Memphis, Tenn.

FAS 4/4", reg. width. & lgth., dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 1 C. & BTR. 5/8-16/4", std. width. & lgth., 18 mos. dry. YEAGER LBR. CO., Buffalo, N. Y.

OAK—MISCELLANEOUS

BRIGHT PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.
CROSSING PLANK, mixed, 12/4", 8-12", reg. lgth., 2 yrs. dry; NO. 3 C., red and white, 4/4", reg. width. & lgth., 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.
COM. & BTR., plain, 8/4"; COM. & BTR., red & white, 5/4". GAYOSO LUMBER CO., Memphis, Tenn.
NO. 2 C., 8/4", reg. width. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.
CROSSING PLANK, red and white, 12/4", dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.
CROSSING PLANK, 12/4 & 14/4", reg. width. & lgth., green. SWAIN-ROACH LBR. CO., Seymour, Ind.

POPLAR

NO. 1 C. 4/4", good widths., 50% 14-16", 2 yrs. dry. ATLANTIC LBR. CO., Buffalo, N. Y.
FAS 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.
FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.
NO. 1 C. 4/4", 7" & up, 50% 14 & 16", 6 to

12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR., 5/8 & 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16", 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

CLEAR SAP 4/4 & 12/4", reg. width. & lgth., dry. SWAIN-ROACH LBR. CO., Seymour, Ind.

NO. 1 C. & BTR. 5/8-16/4", std. width. & lgth., 18 mos. dry. YEAGER LBR. CO., Buffalo, N. Y.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16", 6 mos. dry, largely 14 & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

WALNUT

NO. 2 C. 4/4", usual width. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FLOORING—MAPLE

PRIME 1-1 16x14", 13 16x14", FCTY. 1 16x21 1/2"; NO. 1 13/16x1 1/2"; CLEAR 13/16x1 1/2, 1-1/16x 2 1/4". KERRY & HANSON FLOORING CO., Grayling, Mich.

NO. 1, 3/8x1 1/2"; NO. 1, 5/8x1 1/2", 2" & 2 1/4"; CLEAR, 3/8x1 1/2", 2" & 2 1/4". THE T. WILCE CO., Chicago, Ill.

OAK

SEL. RED 3/8x7/8" and 1 1/8"; SEL. WHITE 3/8x1 1/2" and 2"; SAPPY CLEAR QTD. R. or W. 3/8x1 1/2" and 2"; SEL. RED OR WHITE 13/16x1 1/2" and 2". THE T. WILCE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3/16" and 3/8" wide, 60" long, kiln dried, rotary cut; FAS, QTD, FIG., 1/8", 6" & up, 12 to 16, kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

MAHOGANY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS RED, 1/8", 6" & up, 12 to 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

RED and WHITE, sawed, all thicknesses. HOFFMAN BROTHERS CO., Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS, WHITE, 1/20", 1/16", 6" & up wide, 8' & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

RED & WHITE, all thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING**GUM**

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

NORTHERN MANUFACTURERS**Ahnapee Veneer & Seating Co.**

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

We Offer for Prompt Shipment

600 M feet 4/4 No. 2 C. & B. Beech
34 M feet 5/8 No. 3 C. Beech
19 M feet 4/4 No. 3 C. Beech
150 M feet 6/4 No. 3 C. Beech
52M feet 4/4 No. 2 C. & B. Birch
32 M feet 4/4 No. 3 C. Birch
128 M feet 8/4 No. 2 C. & B. Beech
150 M feet 8/4 No. 2 C. & B. Maple
50 M feet 5/4 No. 2 C. & B. Maple

DRY STOCK

Write us for prices today

East Jordan Lumber Co.

Manufacturers "IMPERIAL" Maple Flooring

East Jordan

Michigan

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

HAVE FOLLOWING STOCK AT
IRON MOUNTAIN, CAR SHIPMENTS:

50 M 5/4 No. 1 & 2 Common MAPLE.
50 M 7/4 No. 1 Common & Better MAPLE.
50 M 8/4 No. 2 Common & Better MAPLE.
50 M 12/4 No. 3 Common MAPLE.

ATTENTION**"CHIEF BRAND" Maple and Birch Flooring**

in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co.
Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

We have the following dry stock to offer:

One Car of
10/4" No. 3 Common
Rock Elm

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.
WISCONSIN AND MICHIGAN HARDWOODS

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

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*Manufacturers of
Quick-Moving Clyde Logging Machinery*

DULUTH, MINNESOTA

U. S. A.

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.

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The Foremost Hardwood Market of the East

Taylor & Crate HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
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Established 50 Years Rail or Cargo Shipments

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*Hardwoods
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G. ELIAS & BRO. HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
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OUR SPECIALTY:

QUARTERED WHITE OAK

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T. SULLIVAN & CO. *Hardwoods*

Ash and Elm

NIAGARA—CORNER ARTHUR

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

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Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

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Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

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OAK, ASH AND CHESTNUT

1075 Clinton Street

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

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Hardwoods & Cedar Plain and Qrtd. Oak has
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We want White Ash, all grades, 1 to 4" thick

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The Saws For Your Mill

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ESTABLISHED 1857

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MINNEAPOLIS
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SEATTLE
VANCOUVER, B. C.

PARIS, FRANCE
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If So

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STIMSON MILLS

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J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We Now Have in Stock:

Dry, Ready for Prompt Shipment

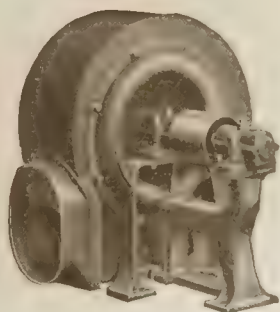
COTTONWOOD		OAK	
3 cars 1" boxboards, 8" to 12"		5 cars 1" Fas. Plain Red	
4 cars 1 1/2" No. 1 common.		3 cars 1 1/2" Fas. Plain Red	
2 cars 1 1/2" Fas.		3 cars 1 1/2" Fas. Plain Red	
3 cars 2" Fas.		5 cars 1" No. 1 Com. Plain Red	
GUM		2 cars 1 1/4" No. 1 Com. Pl. Red	
5 cars 1" boxboards, 13" to 17"		1 car 1 1/2" No. 1 Com. Pl. Red	
5 cars 1" boxboards, 8" to 12"		ASH	
6 cars 1" Fas. Sap.		2 cars 1" Fas. White	
5 cars 1" No. 1 Com. Sap.		1 car 1 1/2" Fas. White	
5 cars 1 1/4" Fas. Sap.		3 cars 1" No. 1 Com. White	
2 cars 1" No. 1 Com. Red.		ELM	
1 car 1 1/4" Fas. Red.		2 cars 2" Log Run	
2 cars 1 1/4" No. 1 Com. Red.		1 car 2 1/2" Log Run	
2 cars 2" Fas. Quartered Red.		3 cars 3" Log Run	
1 car 2" No. 1 Com. Qtd. Red.			

ORDER NOW WHILE WE HAVE A SUPPLY OF EMPTY CARS.
NEXT MONTH THE CROPS WILL BE MOVING AND CARS
FOR LUMBER LOADING WILL BE SCARCE.

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KALAMAZOO

MILL EXHAUSTERS



HAVE
BETTER BEARINGS

ARE
BUILT HEAVIER

GIVE
LONGER SERVICE

THEY ARE ADJUSTABLE AND REVERSIBLE

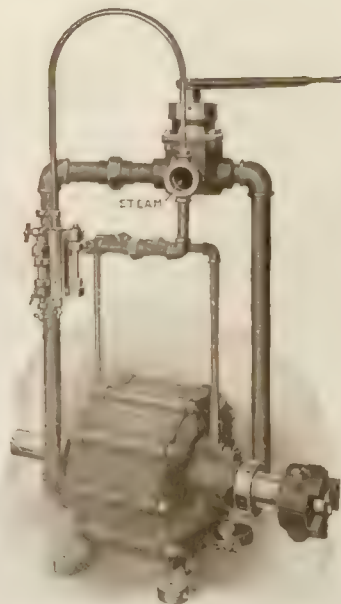
WRITE FOR CATALOG R-11

LARAGE FAN COMPANY.

HEATING, VENTILATING & DRYING ENGINEERS.
KALAMAZOO-MICHIGAN-U. S. A.

SOULE

Steam Feed



Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.

It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, SEPTEMBER 25, 1917

Subscription \$2.
Single Copies, 15 Cents.

PJM SERVICE

—is concretely backed by a definite and successful endeavor to build up an organization insuring satisfaction to our customers—an organization each feature of which has been planned separately so that it will lend its maximum of significance to the term when used in connection with the business of Penrod, Jurden & McCowen, Inc. In short, it represents

All That the Word Implies,—

Scientific Drying Expert Manufacturing Good Timber
Modern Mills Satisfaction to the Buyer

Southern Rotary Veneers and Hardwood Lumber

We can take care of your requirements in Southern woods, no matter whether you are in the market for veneers or lumber. Our big Rotary Veneer Mill at Helena, Ark., has exceptionally large units, and can readily supply sizes which are ordinarily difficult to produce. Our lumber mills are cutting some of the finest hardwood stock ever manufactured in America. Tell us what you want—we can supply you.

On account of car shortage, which affects delivery of logs to the mills as well as shipments of veneer—we urge all buyers of veneers to place requirements at least 60 to 90 days in advance



Penrod, Jurden & McCowen
(INCORPORATED)

General Offices, Memphis, Tenn.
825-830 Bank of Commerce Building



—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

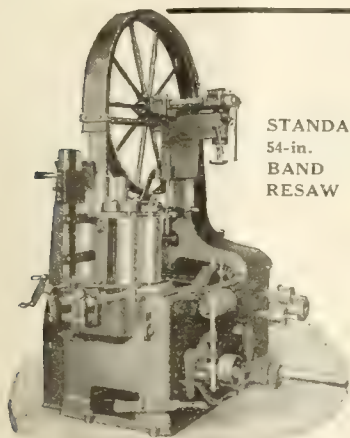
J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.



STANDARD
54-in.
BAND
RESAW

SIMPLEST AND BEST!

A Specially Not a Side Line
BAND RESAW

New Bern, N. C., Apr. 5, '17.
Gentlemen: In regard to your New Standard 54" Resaw. We are running three in our different plants, and find them the best we have ever used and the simplest to keep up. We wish further to say if we had to replace any of these machines, they would be replaced by your machine.

Yours truly,

CLARKS LUMBER CO.

Wm. B. Mershon & Co., Saginaw, Mich.

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed Maple and Beech but runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING

MICHIGAN

Michigan Hardwoods

Make Steady Customers

White Pine, Norway, Hemlock

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

"STEARNS" QUALITY LUDINGTON

HARDWOOD SPECIALISTS

Lower Peninsula

MICHIGAN MAPLE

A Complete Assortment
Cross Piled and End Piled
Winter Sawn White

WE SPECIALIZE IN DIMENSION STOCK

JAMES C. COWEN, Chicago Representative

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

54 M. ft. $1\frac{1}{8}$ " x 2" No. 1 Maple Flooring

33 M. ft. $1\frac{1}{8}$ " x 2" Clear Maple Flooring

**The
Kneeland-Bigelow
Company**

Manufacturers of
Hardwood Lumber

BAY CITY MICHIGAN

COMMERCIAL KILN DRYING

Modern Kilns

We do a large amount of this
work and are in a position to quote
prices that will be satisfactory.

Wire or write us, or better
still, send along your ship-
ments of lumber for kiln
drying and they will be
taken care of.

WILLIAM HORNER
REED CITY, MICHIGAN

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lbr. Co.

Main Office—Louisville, Ky.

Eight Band Mills—Brasfield, Ark.; Furth, Ark.; Allport, Ark., and Fayette, Ala.

We offer the following dry stock for prompt shipment:

OAK	SAP GUM
265,000 ft. 4/4" No. 1 Com.	245,000 ft. 5/4" F. A. S.
Plain Red	185,000 ft. 6/4" F. A. S.
184,000 ft. 4/4" F. A. S. Qtd.	322,000 ft. 8/4" F. A. S.
White	185,000 ft. 5/5" No. 1 Com.
317,000 ft. 4/4" No. 1 Com.	132,000 ft. 6/4" No. 1 Com.
Qtd. White	429,000 ft. 4/4" No. 1 Com.
153,000 ft. 8/4" No. 1 Com.	
Qtd. White	

Wood-Mosaic Co., Inc.

MAIN OFFICE: NEW ALBANY, INDIANA
Band Mills, New Albany, Ind., and Highland Park, Ky.
QUARTER SAWN WHITE OAK VENEER—We carry a large stock of Sawn Veneer, operating six saws, and drying with a textile dryer.

PLAIN RED AND WHITE OAK	BEECH
All grades and thicknesses.	100,000 ft. 6/4" No. 2 C. & B.
QTD. RED AND WHITE OAK	WALNUT
All grades and thicknesses.	4, 5, 6 and 8/4" No. 1 Com.
	4, 5, 6 and 8/4" No. 2 Com.
	POPLAR
CHERRY	32,600 ft. 5/8" 1s and 2s
11,400 ft. 4 4" 1s and 2s	15,700 ft. 3 4" 1s and 2s
BASSWOOD	57,200 ft. 4/4" 1s and 2s
15,000 ft. 4/4" log run	11,600 ft. 5/4" 1s and 2s
HICKORY	12,800 ft. 6/4" 1s and 2s
8,000 ft. No. 1 C. & B.	15,100 ft. 8 4" 1s and 2s
MAPLE	67,200 ft. 12/4" 1s and 2s
8, 10, 12 and 16/4" No. 1 C. & B.	71,800 ft. 16/4" 1s and 2s
ASH	28,200 ft. 5/8" Saps and Sel.
4, 5, 6, 8, 10, 12 and 16 4"	21,200 ft. 4/4" No. 1 Com.
No. 1 C. & B.	17,200 ft. 5/4" No. 1 Com.
	14,800 ft. 6/4" No. 1 Com.
	12,800 ft. 8/4" No. 1 Com.

Norman Lumber Company

Louisville, Ky.

FOR SALE

75,000 Feet 4-4 Poplar Crating Strips 2-Inch to 4-Inch Wide—a—\$20 Per M Feet.

F. O. B. Cars, Louisville, Ky.

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

LOUISVILLE, KY.

MILLS—Louisville, Ky., and Eastern Kentucky.

POPLAR	QTD. WHITE OAK
1 car 4/4" No. 3 Com.	3 cars 4 4" Clear Strips
3 cars 4/4" S. & S.	2 cars 4/4" 1s & 2s
3 cars 4/4" No. 3 Com.	9,000 ft. 6/4" 1s & 2s
1 car 5/8" Clear Sap	6 cars 4/4" No. 1 Com.
1 car 5/8" S. & S.	4 cars 4/4" No. 1 Com.
1 car 5/4" 1s & 2s	1 car 5/4" No. 1 Com.
3 cars 5/4" No. 1 Com.	1 car 6/4" No. 1 Com.
1 car 5/4" No. 2 Com.	3 cars 4/4" No. 2 Com.
PLAIN WHITE OAK	MISCELLANEOUS
1 car 4/4" No. 1 Com.	35,000 ft. 4/4" 1s & 2s Plain
1 car 4/4" 1s & 2s	Red Oak, K. D., 50% 14 & 16 ft.
2 cars 4/4" 1s & 2s, K. D. Pl.	1 car 6/4" Log Run Beach
PLAIN RED OAK	1 car 4/4" Com Sap Gum
1 car 5/4" 1s & 2s	3 cars 4/4" Sound Wormy Wh.
1 car 3/4" No. 1 Com.	Oak, Qtd.
1 car 5/4" No. 1 Com.	
1 car 4/4" 1s & 2s	

DIMENSION STOCK Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 1,500,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock.

But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stock-cutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

USE OAK

* Has Individual Display Ad on Page Designated.

Cromwell Character Counts
Special 5 S. No. 2 & No. 3 Co. Oak
CROMWELL HARDWOOD LUMBER CO.
Manufacturer Montgomery, ALABAMA

The Crittenden Lumber Company
Hardwood Manufacturer
Crittenden, Arkansas

Did you ever rest your eyes on a soft-toned Oak waistscoting? Try it and then tell your customers about it.

(See page 7)
Fine Veneers and Hardwood Lumber
Wood-Mosaic Company, Inc.
New Albany, Ind.
Manufacturer

(See page 10)
Veneers and Hardwood Lumber
Hoffman Brothers Company
Manufacturer Ft. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

A & B (See page 17)
Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
Manufacturer North Vernon, INDIANA

Everyone KNOWS what OAK is, that is why it is so easy to sell Oak goods

There will always be a market for all the Oak our sawmills have any right to cut.

A, B & C
Fullerton-Powell Hardwood Lumber Co.
Manufacturer at 1000
South Bend, Indiana

(See page 14)
Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Veneers
Greencastle, Ind.

No one should fancy that the "peach oak" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak, because the foliage resembles that of willow.

(See page 15)
We have to offer at present 1 car 14 FAS Quartered White Oak, 1 car 14 No. 1 C & B Quartered Red Oak
SWAIN-ROACH LUMBER CO.
Manufacturer Seymour, INDIANA

(See page 16)
J. V. Stimson
Manufacturer and Wholesaler Hardwood Lumber
Huntingburg, Indiana

The oldest oak tree still standing (if tradition is true) is known as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in its shade, as the story goes, the event must have occurred 1900 years ago.

B
KENTUCKY LUMBER COMPANY
500,000 ft. 4 1/2 Selects Plain Red & White Oak
100,000 ft. 4 1/2 No. 1 C & B Plain Red & White Oak
15,000 ft. 1 1/2 & 2 1/2 Qtr. White Oak
Manufacturer Lexington, KENTUCKY

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

(See page 5)
W. P. Brown & Sons Lumber Co.
9 Band Mills manufacturing hardwoods
Louisville, Ky.

Band Sawn, Steam Dried Arkansas Hardwoods
Edgar Lumber Company
Wesson, Arkansas

When artists of the Middle Ages chose a wood for high class carving, such as cathedral doors, altars, and architraves, they almost invariably selected oak.

(See page 15)
Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

(See page 12)
J. W. Wheeler & Co.
Manufacturers Band Sawn Hardwood Lumber and Quartered Oak Ash and Gum
Memphis, Tennessee

Manufacturers of staves for barrels intended to contain alcoholic liquors prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Manufactured and Well Taken Care of. Write for prices in a catalog in hardwoods
THE FERD BRENNER LUMBER COMPANY,
Alexandria, LOUISIANA

B (See page 13)
Plan and Quarter Sawn Oak a Specialty
Little Rock Lumber & Mfg. Co.
Maker of Band Sawn Hardwoods
Little Rock, Arkansas

The value of oak crossties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds spikes well and resists decay.

For anything in OAK write these representative firms

B & C
Manufacturers Band Sawn Plain and Quartered Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

10 cars 5 1/4 Plan Red Oak Steps FAS & No. 1 C
5 cars 4 1/4 White Oak FAS & No. 1 C
WILLIAMSON-KUNY MILL & LUMBER CO.
Manufacturer, Mound City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills, and many Southern lumbermen have never seen it.

(See page 10)
Special—500,000 ft. 4 1/2 FAS Plain White & Red Oak
LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

(See page 11)
Paepcke Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices: Conway Building,
Manufacturer Chicago, Illinois

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

The following is ready for prompt shipment
60,000' 3 1/2" FAS Quartered White Oak
75,000' 1 1/2" No. 1 Com Qtr White Oak, 10' & up
50,000' 1 1/2" FAS Quartered Red Oak
BEDNA YOUNG LUMBER CO.
Jackson, TENNESSEE

We Manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

B—
We specialize in White and Red Oak and in Quartered Red Gum. We solicit your inquiries
ALEXANDER BROTHERS,
Manufacturers, Belzoni, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood. The remaining 40 per cent is used in its rough form.

Yellow oak is the best color of all the oaks. The inner bark is yellow and was a reliable dye material in pioneer times, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock cut from our Virgin Timber on modern band mills.
THISTLEWAITE LUMBER COMPANY,
Manufacturer Washington, LOUISIANA

B & C
Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Phillip, Mississippi

Poets have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for an oak, based on a count of the annual growth rings.

A, B & C—
Dermott Land & Lumber Company
Manufacturers Southern Hardwoods
Mills, Dermott, Ark.
Sales Office, Railway Exchange Bldg., Chicago, Ill.

A, B & C (See page 10)
ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park Place, Ark. Write Arlington KENTUCKY

The shingle oak was not so named because it was particularly good for shingles, but because its leaves are so arranged on the twig that their edges overlap and occur in the order of shingles on a roof.

A, B & C
M. E. Leming Lumber Company
Cape Girardeau, Mo.
Manufacturer of Soft Textured Oak, Good Grades

(See page 10)
Common Feet of Oak Always on Hand in Stock
BLISS-COOK OAK COMPANY,
Manufacturer Blissville, ARKANSAS

The turkey oak in the South is one of the most valuable at an early period because its acorns were small and were easily eaten by wild turkeys. They likewise furnished an important source of food for wild pigeons.

(See page 13)
All stock graded up to quality, knock out price
UTLEY-HOLLOWAY LUMBER COMPANY
Conway Building
Manufacturer Chicago, ILLINOIS

Specials
150,000 ft. 5 1/4 FAS Plain Red Oak
12,000 ft. 5 1/4 FAS Plain Red Oak
200,000 ft. 5 1/4 FAS Qtr. Red Oak
Climax Lumber Company, Ltd.
Manufacturer St. Landry, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing tracts of live oak timber in the Southern states to guard against scarcity of material for ships.

Band Sawn Equalized, Forked Leaf White Oak
Thin Oak and Ash Specialties
MANSFIELD HARDWOOD LUMBER CO.
Manufacturer WINNFIELD, LA.

It has been found out that the famous "Charter Oak" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

700', 11 and 16' long Band Sawn Plain Red Oak.
HOLLY RIDGE LUMBER CO.
Manufacturer Louisville, KENTUCKY

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them. But that person it bears its name.

B & C High Grade Lumber
Hyde Lumber Company
South Bend, Indiana
Band Mills: Arkansas City, Ark. Lake Providence, La.

Colfax Hardwood Lumber Co.
Manufacturer Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of prows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the proper form when steamed, and holds that form after steaming.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Kiln Dried Stocks a Specialty
Manufacturer

The hardness of oaks varies as much as 50 per cent when they are compared among themselves, and there is no less difference among different species when their strength is under consideration.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

USE OAK

* Has Individual Display Ad on Page Designated.

Long-Bell Lumber Company

Band Saw Operators in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15 years' supply assured by 200 acres Virgin St.
Francis Basin Timber, Jarvis, Okla.

Tschudy Lumber Company, MISSOURI

The hardest oak lacks much of being as hard as lignum vitae, the strongest is weaker than locust, the heaviest is lighter than man-grave, but in average of good qualities it would be hard to find a wood superior to oak.

B, C—
We have a fine stock of 4 1/2" x 1" Plan, White Oak, 4 1/2" x 1" Plan, White Oak.

GALLOWAY-PEASE COMPANY, MISSOURI

The scarcest of all the oaks of the United States are believed to be Barton oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

A, B, C—
We carry a complete stock of 4 1/2" x 1" Plan and Quartered Red and White Oak in all species, sizes. Old facilities for prompt shipments are secured from

BAKER-MATTHEWS LBR. CO., Sikeston, MISSOURI

Why do your children like oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

C—
Special
1 car 6 1/2" x 2" Qd. Red Oak Split Stock
1 car 6 1/2" x 2" Qd. White Oak Split Stock
1 car 4 1/2" x 2" x 1" Plan, White Oak

ARKLA LBR. & MFG. CO., St. Louis, MISSOURI

A, B & C—
Triple Band of
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

J. A. Holmes Lumber Company

Wholesale Dealers in Hardwoods and Pine Lumber
St. Louis, Missouri

White Oak Dimension Timber. Specialties in Wood

Parkersburg Mill Company

Manufacturer
Parkersburg, W. Va.

C—See page 10

J. H. Bonner & Sons

Manufacturers Band Sawed Hardwood Lumber
Memphis, Tenn. Mill: Jonqui, Ark.

The pin oak is not so named because it is famous for pins of tree trunks, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C—

Carr Lumber Company, Inc.

Bilmore, Harlewood
Pisgah Forest, N. C.
Manufacturer

A & C—
Oak Dimension, Special Sizes, Clear, Plan, & Qd. Oak in stock and cut from dry lumber

RACINE LBR. & MFG. CO., Racine, WIS.

100,000 ft. 1" x 2" Qd. White Oak
50,000 ft. 1" x 1" No. 1 Com. Qd. White Oak, 8" & wh.

JOHN B. RANSOM & CO., Nashville, TENNESSEE

The "Conestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—

Chas. F. Luehrmann Hardwood Lbr. Co.

Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

Alton Lumber Company

Manufacturers and Wholesale Dealers in Hardwoods,
Manufacturer, Buckhannon, W. VA.

Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height. They rival the artificial dwarfed trees of Japan.

C—See last page

Goodlander-Robertson Lumber Co.

Manufacturer of Hardwoods
Memphis, Tennessee

C—See page 8
Rapid sawn lumber, truck stock and timbers. The value of our material oak is famous. Buy it

VESTAL LBR. & MFG. CO., Knoxville, TENNESSEE

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "old oaken bucket" was made of white oak or of red oak.

We have 100 ft. tall straight large stock 1 to 1 and 12 1/2" x 4" & 6" Oak, other thicknesses from 1 1/2" to 8 1/2" in all grades.

FARRIS HARDWOOD LUMBER CO., Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.

LOVE, BOYD & CO., Nashville, TENNESSEE

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oaks measure fairly well up to white oak in that respect, but as a general proposition they fall considerably below it.

for anything in OAK write these representative firms

Memphis Band Mill Company

Manufacturer, Memphis, TENNESSEE

Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

Specials On
3 cars 4 1/2" No. 1 Com. Qd. Red Oak
2 cars 4 1/2" No. 2 Com. Qd. Red Oak

BAYOU LAND & LUMBER CO., Cincinnati, OHIO

Machine-manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of Solomon, because he did not use oak instead of cedar in his temple.

C—See page 11

C. Crane & Co.

Hardwood Lumber
Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from quercus rubra to quercus borealis. The old must be forgotten and the new learned.

Manufacturers of Plain and Quartered Oak also
Oak Timbers and Bridge Plank

SABINE TRAM COMPANY, BEAUMONT, TEXAS

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter. The wood is valuable chiefly for fuel. It is soft and brash.

C—See page 10

Nice stock of dry 4 1/2" x 4" & 6" Plan Red and White Oak on hand at Burdette, Ark. for prompt shipment

THREE STATES LUMBER CO., Memphis, TENNESSEE

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf. The wood has little value for anything, not even for fuel.

B & C—

We Manufacture Hardwood from Pine West Virginia
Timber
WARN LUMBER CORPORATION, Raywood, W. VA.

U. S. Spruce Lumber Company

Hardwoods, Spruce and Hemlock
Marion, Virginia

Yellow Poplar Lumber Company

Coal Grove, Ohio

Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

A, B & C—

W. M. Ritter Lumber Company

Manufacturer Hardwoods
Columbus, Ohio

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & B—

If you want Sound, Soft Textured White & Red Oak, both in Plan and Quartered, write

DUHMEIER BROTHERS & CO., Cincinnati, OHIO

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kiln of the

Williams Lumber Company

is located at

Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly stacked in cars.

CLAY LUMBER COMPANY, Middle Fork, W. VA.

A & C—
Manufacturers of Hardwood Lumber, also Millwork, Finish, Trim and Oak Flooring.

WEST VIRGINIA TIMBER CO., Charleston, W. VA.

BARR-HOLADAY LUMBER CO., Greenfield, OHIO

Specialists in Bone Dry, Good Widths & Lengths—
Prompt Shipment

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 200,000 acres of the finest Oak in West Virginia. For the very best, try

AMERICAN COLUMN & LUMBER CO., St. Albans, W. VA.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

C—See page 8

Babcock Lumber Company

Pittsburgh, Pa.

Annual Capacity, 150,000,000 Feet

Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as Does Oak?

Pardee & Curtin Lumber Company

Sales Office—Charlottesville, W. Va.

Band Mills—Curtin, Coal Sid-

ing and Hominy Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Specialties

Quarter-sawn White Oak, Plain Red and White Oak

C. L. RITTER LUMBER COMPANY,

ROCKCASTLE LUMBER COMPANY,

Manufacturers, Huntington, W. Va.

C—See page 10

Kentucky Soft Textured White Oak, Red Oak and

Portia. High-class, super square edged White Oak

Timbers, 10x16 ft.

AMERICAN LBR. & MFG. CO., Pittsburgh, PENNSYLVANIA

Manufacturer and Wholesaler

Oak was spoken of with affection in the Scriptures and will be loved in esteem by our children's children generations hence.

KNOWVILLE, Tennessee

Is at Your Service



IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

POPLAR

WALNUT

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO.....Marysville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY.....Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY....Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Vehicle Woods from Memphis District

II

[Continued from last issue]

Hickory and ash, while important, are not the only woods which the district tributary to Memphis furnishes the vehicle manufacturers of the United States. Oak occupies a high position, not in quantity only, but also in quality; nor from a single species only but from several. The following states supply approximately one-half of the oak cut in the whole country:

ARKANSAS	223,752,000 feet
KENTUCKY	222,964,000 feet
TENNESSEE	210,965,000 feet
MISSOURI	95,435,000 feet
MISSISSIPPI	89,469,000 feet
LOUISIANA	74,304,000 feet
ALABAMA	37,088,000 feet
TEXAS	32,564,000 feet
OKLAHOMA	7,818,000 feet

Total994,359,000 feet

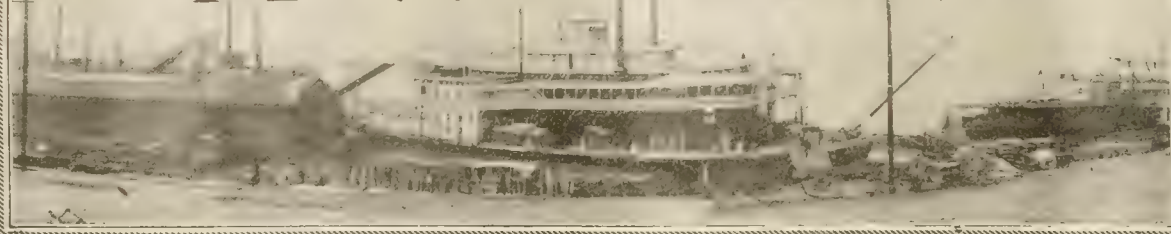
Of course all the oak cut in this region is not put to use by vehicle makers; but they have the privilege of picking as much of it as they want, and selecting from the several kinds produced in the region, both the white oaks and the red oaks. Both are suitable for wagons, though many manufacturers prefer the white oaks because they usually resist decay better. Following are the principal white oaks of the Memphis district:

The common white oak is common throughout the region. Post oak and chestnut oak, which bear considerable resemblance, are met with. Bur oak attains large size, and cow oak rivals or surpasses it. Overcup is perhaps the most important of the white oaks in parts of the region. It is known also as forked-leaf white oak.

The leading species of the red oak class is known as spotted, Texan, or Southern red oak. It attains large dimensions. Other red oaks are water oak, willow oak, shingle oak, yellow, pin, and Spanish oaks.

[To be continued]

MEMPHIS



J. H. BONNER & SONS

QUARTERED RED OAK 9M' 1s & 2s, 4/4	2M' Com. & Ret., 10/4.
38M' No. 1 Com., 4/4.	3M' Com. & Ret., 12/4.
QUARTERED WHITE OAK 21M' 1s & 2s, 4/4.	40M' Com. & Ret., 16/4.
80M' No. 1 Com., 4/4.	SAP GUM
PLAIN RED OAK 63M' 1s & 2s, 4/4.	40M' 1s & 2s, 5/8.
95M' No. 1 Com., 4/4.	65M' No. 1 Com., 5/8.
PLAIN WHITE OAK 52M' 1s & 2s, 4/4.	100M' 1s & 2s, 4/4.
80M' No. 1 Com., 4/4.	100M' No. 1 Com., 4/4.
48M' No. 2 Com., 4/4.	75M' No. 2 Com., 4/4.
COTTONWOOD 17M' No. 1 Com., 4/4.	15M' 1s & 2s, 8/4.
13M' No. 2 Com., 4/4.	PLAIN RED GUM 23M' 1s & 2s, 6/4.
TUPELO GUM 75M' No. 1 Com., 4/4.	QUARTERED RED GUM 90M' 1s & 2s, 8/4.
75M' No. 2 Com., 4/4.	100M' No. 1 Com., 8/4.
20M' Wide Box, 4/4.	Figured Wood 11M' 1s & 2s, 4/4.
60M' Narrow Box, 4/4.	13M' No. 1 Com., 4/4.
HICKORY 17M' 1s & 2s, 8/4.	14M' 1s & 2s, 6/4.
13M' Log Run, 6/4.	15M' No. 1 Com., 6/4.
	17M' 1s & 2s, 8/4.
	30M' No. 1 Com., 8/4.

We have the following to offer, dry:

PLAIN RED OAK 1st & 2ds 4/4, Reg.	No. 2 & 3 C. 1s, 7/6 & 8/4, Reg.
50M' Pl. 1s & 2s, 15" wide	Reg., Kraetzer cured
N. 1 & 2 Com. 1s, 5/6 & 8/4, Reg.	PLAIN RED GUM 1st & 2ds 1, 6 & 8/4, Reg., Kraetzer cured
10M' 1s & 2s, 4/4, Reg.	No. 1 Com. 5, 6 & 8/4, Reg., Kraetzer cured
QUARTERED RED OAK No. 1 Com. & Ret., 10/4, Reg.	No. 2 Com. 6/4, Reg., Kraetzer cured
N. 1 & 2 Com. 1s, 11" wide	QUARTERED RED GUM No. 1 Com. & Ret., 10/4, Reg.
PLAIN WHITE OAK 1st & 2ds 4/4, Reg.	FIGURED PLAIN RED GUM No. 1 Com. & Ret., 10/4, Reg.
QUARTERED WHITE OAK 1st & 2ds 4/4, Reg.	FIGURED QUARTERED RED GUM No. 1 Com. & Ret., 10/4, Reg.
N. 1 Com. & Ret., 10/4, Reg.	ELM No. 1 & 2 Com. 1s, 7/6 & 8/4, Reg.
1st & 2ds 4/4 & 8/4, Reg., Kraetzer cured	Log Run, 12/4, Reg.
N. 1 Com. & Ret., 10/4, Reg., Kraetzer cured	

GEO. C. BROWN & CO.

Send us your inquiries for these items

All stock regular widths and lengths

SAP GUM 5 cars 1 & 2s, 4/4.	PLAIN WHITE OAK 2 cars 1 & 2s, 4/4.
5 cars 1 & 2s, 5/4.	SOFT ELM 2 cars Com. & Ret., 8/4.
5 cars No. 1 Com., 4/4.	2 cars Com. & Ret., 12/4.
7 cars No. 1 Com., 5/4.	RED CYPRESS 2 cars 1 & 2s, 8/4.
1 car 1 & 2s, 8/4.	2 cars No. 1 Shop, 8/4.
1 car No. 1 Com., 8/4.	
PLAIN RED GUM 2 cars 1 & 2s, 5/4.	
PLAIN RED OAK 2 cars 1 & 2s, 4/4.	

Coulson Lumber Company

We have the following stock ready for immediate shipment:

ELM 50,000 ft. 12/4 No. 2 Com. & Ret.	12,000 ft. 5/4 No. 1 Com.
PLAIN RED GUM 10,000 ft. 1 1/2" 1s and 2s	11,000 ft. 8/4 No. 1 Com.
100,000 ft. 1 1/2" 1s and 2s	QUARTERED WHITE OAK 100,000 ft. 1 1/2" 1s and 2s
10,000 ft. 5/4 1s and 2s	20,000 ft. 4/4 Clear Strips
15,000 ft. 3/8 No. 1 Com.	100,000 ft. 1 1/4 No. 1 Com.
18,000 ft. 1/2 No. 1 Com.	90,000 ft. 3/8 No. 1 Com.
200,000 ft. 1 1/4 No. 1 Com.	50,000 ft. 5/8 No. 1 Com.
25,000 ft. 5/4 No. 1 Com.	50,000 ft. 4/4 No. 1 Com.
8,000 ft. 8/4 No. 1 Com.	150,000 ft. 1 1/4 No. 2 Com.
RED GUM 20,000 ft. 1 1/4 1s and 2s, Fig. Qtd.	PLAIN WHITE OAK 50,000 ft. 5/8 1s and 2s
20,000 ft. 4 1/2 1s and 2s, Qtd.	100,000 ft. 4/4 1s and 2s
10,000 ft. 4 1/2 No. 1 Com. Qtd.	100,000 ft. 1 1/4 No. 1 Com.
6,000 ft. 10/4 No. 1 Com. Qtd.	150,000 ft. 1 1/2 No. 1 Com.
SAP GUM 50,000 ft. 5/8 1s and 2s	50,000 ft. 5/8 No. 1 Com.
15,000 ft. 3/4 1s and 2s	50,000 ft. 4/4 No. 1 Com.
50,000 ft. 5 1/2 1s and 2s	50,000 ft. 1 1/4 No. 2 Com.
13,000 ft. 8/4 1s and 2s	50,000 ft. 5/8 No. 2 Com.

Russe & Burgess, Inc.

For immediate shipment

QUARTERED WHITE OAK 1,000 ft. 1 1/4 1s and 2s	20,000 ft. 5/4 1s and 2s
50,000 ft. 4 1/2 No. 1 Com.	15,000 ft. 1 1/4 1s and 2s
12,000 ft. 1 1/2 No. 1 Com.	39,000 ft. 6 1/4 No. 1 Com.
PLAIN WHITE OAK 28,000 ft. 1 1/4 1s and 2s	PLAIN RED GUM 9,000 ft. 1 1/4 1s and 2s
28,000 ft. 1 1/4 No. 1 Com.	13,000 ft. 5/4 1s and 2s
PLAIN RED OAK 31,000 ft. 3/4 1s and 2s	28,000 ft. 1 1/2 1s and 2s
18,000 ft. 1 1/4 No. 1 Com.	5,000 ft. 1 1/2 No. 1 Com.
62,000 ft. 1 1/2 1s and 2s	31,000 ft. 5/4 No. 1 Com.
70,000 ft. 1 1/4 No. 1 Com.	11,000 ft. 8/4 No. 1 Com.
QUARTERED RED GUM 17,000 ft. 1 1/4 1s and 2s	SAP GUM 50,000 ft. 5/4 1s and 2s
27,000 ft. 5/4 1s and 2s	85,000 ft. 5/4 No. 1 Com.
	110,000 ft. 6/4 No. 1 Com.

BELLGRADE LUMBER CO.

Goodlander-Robertson Lumber Co.

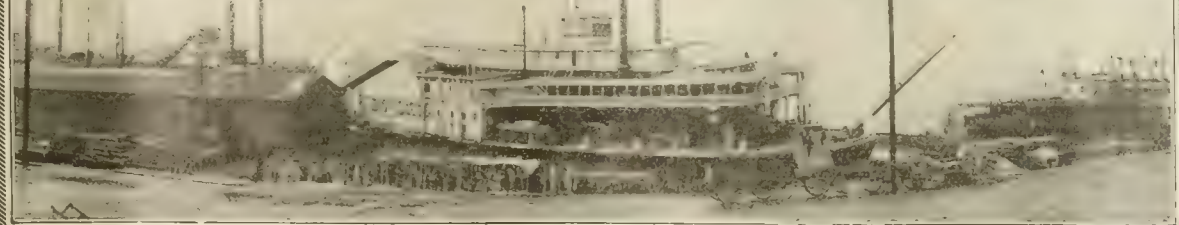
ASH 95M' 1s & 2s, 1x10-11" wide, 8 & 10 long, dry.	QUARTERED FIGURED RED GUM 40M' 1s & 2s, 1 1/2, dry.
30M' 1s & 2s, 1x10-11" wide, 8 & 10 long, dry.	26M' No. 1 Com., 1 1/2, dry.
15M' 1s & 2s, 1x15" & up, 8-10" long, dry.	40M' 1s & 2s, 5/4, dry.
PLAIN WHITE OAK 40M' 1s & 2s, 1 1/2, dry.	16M' No. 1 Com., 5/4, dry.
20M' 1s & 2s, 8/4, dry.	20M' 1s & 2s, 6/4, dry.
20M' No. 1 Com., 1/2, dry.	5M' No. 1 Com., 6/4, dry.
20M' No. 1 Com., 3/4, dry.	30M' 1s & 2s, 8/4, dry.
17M' No. 1 Com., 8/4, dry.	FIGURED RED GUM 15M' 1s & 2s, 5/4, dry.
PLAIN RED OAK 60M' 1s & 2s, 8/4, dry.	17M' No. 1 Com., 4/4, dry.
45M' No. 1 Com., 8/4, dry.	12M' No. 1 Com., 5/4, dry.
CYPRESS 50M' No. 1 Shop, 5/4, dry.	PLAIN RED GUM 19M' 1s & 2s, 3/4, dry.
WHITE OAK 100M' 1s & 2s, 1 1/4, dry.	5M' 1s & 2s, 1/2, dry.
35M' 1s & 2s, 5/4, dry.	50M' 1s & 2s, 8/4, dry.
100M' No. 1 Com., 4/4, dry.	50M' No. 1 Com., 8/4, dry.
20M' No. 1 Com., 5/4, dry.	QUARTERED RED GUM 50M' 1s & 2s, 4/4, dry.
24M' No. 1 Com., 8/4, dry.	40M' 1s & 2s, 5/4, dry.
	15M' 1s & 2s, 6/4, dry.
	QUARTERED GUM (Sap. No Detect) 30M' No. 1 Com. & Ret., 10/4 dry

E. SONDHEIMER CO.

BROWN & HACKNEY, Inc.

OAK 12M' ft. 8/4 1s & 2s Qtd. White.	120M' ft. 8/4 1s & 2s Qtd. Red.
14M' ft. 4 1/2 1s & 2s Qtd. White.	173M' ft. 8/4 No. 1 C. Qtd. Red.
12M' ft. 1 1/4 Sd. Com. 6" & up Qtd. White.	30M' ft. 4 1/2 No. 1 C. Qtd. Red.
12M' ft. 5/8 No. 1 C. Qtd. White.	14M' ft. 4 1/2 1s & 2s Sap.
14M' ft. 4 1/2 No. 2 C. Qtd. White.	350M' ft. 4 1/2 No. 1 C. Sap.
6M' ft. 1 1/4 No. 1 C. Qtd. White.	65M' ft. 6 1/2 No. 1 C. Sap.
65M' ft. 1 1/4 No. 1 C. Sps. Qtd. White.	30M' ft. 6 1/2 No. 2 C. Sap.
22M' ft. 2" & wider No. 2 C. Sps. Qtd. White.	COTTONWOOD 55M' ft. 4 1/2 1s & 2s.
12M' ft. 4 1/2 1s & 2s Pl. White.	25M' ft. 4 1/2 No. 1 C.
130M' ft. 4 1/2 No. 1 C. Pl. White.	30M' ft. 4 1/2 No. 2 C.
6M' ft. 5/4 No. 2 C. Pl. White.	30M' ft. 5 1/4 & 6 1/4 Backing Boards.
8M' ft. 5/4 No. 1 C. Pl. Red.	Little Rock Rates
5M' ft. 5/4 No. 2 C. Pl. Red.	Cairo, flat 15c, through 13c. St. Louis, flat 18c, through 15c. Chicago, 23 1/2c. Louisville, 21c. Cincinnati, 23 1/2c. Kansas City, 19c.
GUM 21M' ft. 8/4 1s & 2s (sap. no de-feet) Qtd. Red.	Mounds Rates
230M' ft. 8/4 No. 1 C. (sap. no de-feet) Qtd. Red.	Cairo, 10c. Chicago, 19 1/2c. St. Louis, 13c. Louisville, 16c. Cincinnati, 18 1/2c. Kansas City, 19c.

MEMPHIS



ASH

1 & 2s, 3" 12" and up, 8' 16', 12 mo.
40% 14' & 16'

60,000 Feet; Immediate Shipment.

James E. Stark & Co., Inc.

*We have one million feet of Cypress
(dry) from 4' 4" to 16' 4" thick—all
grades. Send us your inquiries.*

F.T. DOOLEY LUMBER CO.

We have the following stock for immediate delivery:

WHITE ASH

We specialize in this wood; all grades and thicknesses—White ash to meet all requirements.

SPECIAL: 3 cars 12' 4" x 6" up, Select & Better.

SOFT ELM

75,000 ft. 12' 4" No. 2 Common & Better (10% 10' 4").

Riel-Kadel Lumber Co.

QUARTERED WHITE OAK
10,300 ft. 4' 4" F. A. S., 85% 14-16 ft. long
82,000 ft. 4' 4" No. 1 Com., 85% 14-16 ft. long
QUARTERED RED OAK
81,000 ft. 4' 4" F. A. S., 80% 14-16 ft. long
5,100 ft. 4' 4" No. 1 Com.
16,000 ft. 7' 8" C. & B.
8,500 ft. 7' 8" No. 2 Com.
PLAIN WHITE OAK
12,000 ft. 4' 4" F. A. S., 65% 14-16 ft. long
5,000 ft. 4' 4" No. 2 Com.
PLAIN RED OAK
13,000 ft. 4' 4" F. A. S.
13,000 ft. 5' 4" F. A. S.
10,800 ft. 5' 4" No. 1 Com.
9,100 ft. 5' 4" No. 2 Com.
30,700 ft. 3' 4" Nos. 1 & 2 Com.

PLAIN R. & W. OAK (Rips)
19,700 ft. 4' 4" No. 2 Com. & Btr.
ASH
5,500 ft. 4' 4" No. 1 & 2 Com.
CYPRESS
3,400 ft. 4' 4" Shop.
GUM
7,300 ft. 4' 4" Box Bds., 13-17" wide.
POPLAR
8,000 ft. 4' 4" Box Bds., 13-17" wide.
11,000 ft. P. & W. No. 1, 18" & up wide.
SAP
56,000 ft. 4' 4" F. A. S.
8,500 ft. 4' 4" No. 1 Com.
7,200 ft. 4' 4" No. 2 Com.
BIRCH
2,800 ft. 4' 4" L. R.
MAGNOLIA
3,800 ft. 4' 4" L. R.

All above stock at our Rayville, La., mill—all dry.

ANDERSON-TULLY CO.

We Can Move To Your Order At Once

QTD. WHITE OAK
150,000' C. & B., 5' 8"
75,000' No. 1 C., 4' 4"
50,000' C. F. Sps., 3x3 1/2" wide, 1"
80,000' No. 1 C., 5' 4"
150,000' C. & B., 6' 4"
70,000' No. 2 C., 8' 4"

PLAIN WHITE OAK
130,000' C. & B., 8' 4"

QTD. RED OAK
30,000' C. & B., 3' 4"
50,000' No. 1 C., 4' 4"
100,000' C. & B., 5' 4"
15,000' No. 1 C., 8' 4"

PLAIN RED OAK
75,000' C. & B., 5' 8"
100,000' C. & B., 5' 4"
31,000' S. W., 5' 4"
30,000' FAS., 6' 4"
30,000' C. & B., 8' 4"

ELM
300,000' L. R., 3"
100,000' L. R., 10' 4"
QTD. GUM SAP NO DEFECT
50,000' C. & B., 5' 4"
100,000' C. & B., 6' 4"
200,000' C. & B., 8' 4"
200,000' C. & B., 10' 4"
200,000' C. & B., 12' 4"

MAY BROS.

Regular widths and lengths

PLAIN WHITE OAK
2 cars 1 & 2s, 4' 4", 6 mos.

QTD. WHITE OAK
4 cars Sel., 4' 4", 12 mos.

PLAIN RED OAK
1 car 1 & 2s, 5' 4", 12 mos.
2 cars 1 & 2s, 5' 4", 6 mos.
1 car 1 & 2s, 6' 4", 6 mos.

PLAIN RED AND WHITE
2 cars No. 3 Com., 4' 4", 12 mos.

QTD. RED GUM
2 cars 1 & 2s, 6' 4", 5 mos.

Regular widths and lengths

PLAIN RED GUM
2 cars 1 & 2s, 6' 4", 5 mos.

HICKORY
1 car No. 2 Com. & Btr., 4' 4", 4 mos.
1 car No. 2 Com. & Btr., 5' 4" & 6' 4", 4 mos.

ELM
10,000' No. 2 Com. & Btr., 4' 4", 4 mos.
5,000' No. 2 Com. & Btr., 12' 4", 4 mos.

MIXED OAK
1 car Crossing Plank, 12' 4", 8 to 12", reg., 24 mos.

Ferguson & Palmer Co.

We have for sale:

QUARTERED WHITE OAK
18,000 ft. 5' 8" F. A. S.
20,000 ft. 3' 4" F. A. S.
15,000 ft. 5' 8" No. 1 Com.
100,000 ft. 4' 4" F. A. S.
100,000 ft. 4' 4" No. 1 Com.
30,000 ft. 5' 4" F. A. S.
100,000 ft. 5' 4" No. 1 Com.
PLAIN RED GUM
15,000 ft. 6' 4" F. A. S.
30,000 ft. 6' 4" No. 1 Com.
20,000 ft. 8' 4" F. A. S.
30,000 ft. 8' 4" No. 1 Com.
SAP GUM
100,000 ft. 6' 4" No. 1 Com.

50,000 ft. 6' 4" No. 2 Com.
30,000 ft. 4' 4" No. 1 Com.
60,000 ft. 4' 4" Wide Box.

QUARTERED RED GUM
20,000 ft. 8' 4" F. A. S.
25,000 ft. 8' 4" No. 1 Com.
50,000 ft. 4' 4" F. A. S.
18,000 ft. 4' 4" No. 1 Com.

QUARTERED BLACK GUM
65,000 ft. 4' 4" F. A. S.
45,000 ft. 4' 4" No. 1 Com.

COTTONWOOD
30,000 ft. 4' 4" F. A. S., 6 to 12".
15,000 ft. 4' 4", 11" & up, F. A. S.

Memphis Band Mill Co.

We have for sale:

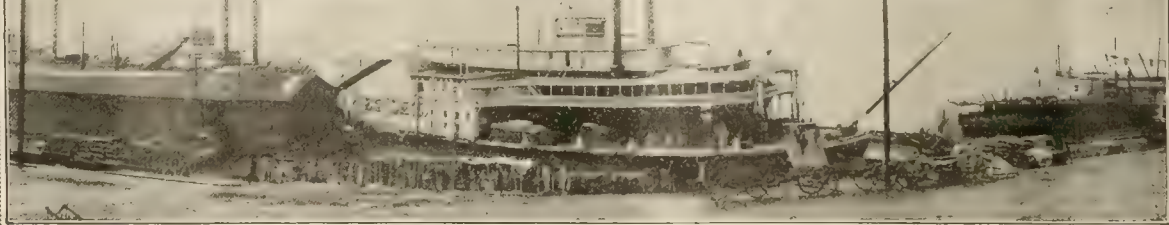
ASH
50,000 ft. 5' 4" No. 2 Com.
50,000 ft. 5' 4" No. 3 Com.
25,000 ft. 6' 4" No. 2 Com.
19,000 ft. 6' 4" No. 3 Com.
7,000 ft. 8' 4" No. 2 Com.
6,000 ft. 8' 4" No. 3 Com.
COTTONWOOD
100,000 ft. 4' 4" Box Boards, 13-17"
50,000 ft. 6' 4" 1sts & 2nds
CYPRESS
50,000 ft. 4' 4" Selects
ELM
200,000 ft. 12' 1" No. 2 Com & Btr.
QTD. RED GUM (Figured Wood)
38,000 ft. 4' 4" 1sts & 2nds
20,000 ft. 4' 4" No. 1 Com.
3,000 ft. 5' 4" 1sts & 2nds
8,000 ft. 5' 4" No. 1 Com.

QTD. RED GUM (Plain Wood)
9,000 ft. 4' 4" 1sts & 2nds
50,000 ft. 4' 4" No. 1 Com.
1,000 ft. 5' 4" 1sts & 2nds
40,000 ft. 5' 4" No. 1 Com.
PLAIN SAWN RED GUM
(Figured Wood)
35,000 ft. 4' 4" 1sts & 2nds
100,000 ft. 4' 4" No. 1 Com.
20,000 ft. 5' 4" 1sts & 2nds
100,000 ft. 5' 4" No. 1 Com.
6,000 ft. 6' 4" 1sts & 2nds
PLAIN SAWN RED GUM
(Plain Wood)
15,000 ft. 4' 4" 1sts & 2nds
15,000 ft. 5' 4" 1sts & 2nds
50,000 ft. 5' 4" No. 1 Com.
2,000 ft. 6' 4" 1sts & 2nds
2,000 ft. 3' 4" 1sts & 2nds

Paepcke Leicht Lumber Co.

111 West Washington St., Chicago, Ill.

MEMPHIS



Send us your inquiries now

SAP GUM 300,000 ft. FAS. 4/4", 6" to 12", 60%, 14/16, 6 mos. dry. 150,000 ft. FAS. 8/4, 6" to 12", 60%, 14/16, 8 mos. dry. 150,000 ft. No. 1 C., 6/4", reg. width, 60%, 14/16, 6 mos. dry. 200,000 ft. No. 1 C., 4/4", reg. width, 60%, 14/16, 6 mos. dry. 300,000 ft. No. 2 C., 4/4", reg. width, 60%, 14/16, 6 mos. dry. PLAIN RED GUM 12,000 ft. FAS. 3/8", 6" & up, 6 mos. dry.	22,000 ft. FAS. 1/2", 6" & up, 6 mos. dry. 65,000 ft. FAS. 5/8", 6" & up, 8 mos. dry. QUARTERED RED GUM 43,000 ft. No. 1 C., 4/4", reg., width, 60%, 14/16, 6 mos. dry. 50,000 ft. No. 1 C. & Btr., 8/4", reg. width, 60%, 14/16, 8 mos. dry. QUARTERED RED OAK 15,000 ft. No. 1 C. & Btr., 3/4", reg. width, 60%, 14/16, 6 mos. dry. 10,000 ft. No. 1 C. & Btr., 6/4", reg. width, 60%, 14/16, 8 mos. dry.
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J. W. Wheeler & Company

Regular lengths and widths

QUARTERED WHITE OAK No. 2 Com. & Bet. 4/4, 8 mos. dry	PLAIN WHITE OAK No. 1 Com. 4/4, 8 mos. dry.
PLAIN RED OAK No. 1 Com. 4/4, 8 mos. dry.	

Crenshaw-Gary Lumber Co.

We are cutting some nice thick
Ash, Hickory, Elm and Soft Maple

Stimson Veneer & Lbr. Co.

All stock 50% & Better, 14'-16' long, dry.

QUARTERED WHITE OAK 10,000 ft. 1 1/2" FAS. 10" & up, 15,000 ft. 3 1/2" FAS. 10" & up, 30,000 ft. 1 1/4" FAS. 6" & up, 100,000 ft. 3 1/2" FAS. 6" & up, 100,000 ft. 4 1/4" FAS. 6-7 1/2", 60,000 ft. 1 1/4" No. 1C. Reg. width, 157,000 ft. 3 1/2" No. 1C. Reg. width, 165,000 ft. 5 1/2" No. 1C. Reg. width, 30,000 ft. 3 1/2" No. 1C. Reg. width, 110,000 ft. 4 1/4" No. 1C. Reg. width, 39,000 ft. 3/8" No. 2C. Reg. width.	65,000 ft. 5/8" No. 2C. Reg. width, 71,000 ft. 3/4" No. 2C. Reg. width, 46,000 ft. 4/4" No. 2C. Reg. width. QUARTERED SAP GUM 47,000 ft. 6/4" FAS. Reg. width, 59,000 ft. 8/4" FAS. Reg. width, 43,000 ft. 10/4" FAS. Reg. width, 20,000 ft. 12/4" FAS. Reg. width, 17,000 ft. 4/4" No. 1C. Reg. width, 25,000 ft. 6/4" No. 1C. Reg. width, 18,500 ft. 8/4" No. 1C. Reg. width.
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R. J. DARNELL, Inc.

Offer for Prompt Shipment

PLAIN RED OAK 30,000' FAS. 4/4", 175,000' FAS. 5/4", 400,000' C. & Btr., 8/4", 27,000' C. & Btr., 10/4", 87,000' C. & Btr., 12/4", 300,000' No. 1 Com., 5/4", 70,000' No. 1 Com., 6/4", PLAIN WHITE OAK 30,000' FAS. 4/4", 30,000' FAS. 6/4", 143,000' C. & Btr., 8/4", 15,000' C. & Btr., 10/4", 62,000' C. & Btr., 12/4", QTD. WHITE OAK 75,000' FAS. 4/4", 88,000' FAS. 5/4", 80,000' No. 1 Com., 5/4", 34,000' No. 1 Com., 6/4",	PLAIN RED GUM 90,000' C. & Btr., 4/4", 110,000' C. & Btr., 5/4", 150,000' C. & Btr., 6/4", QTD. RED GUM 200,000' C. & Btr., 8/4", PLAIN SAP GUM 500,000' C. & Btr., 6/4", 300,000' C. & Btr., 5/4", 80,000' C. & Btr., 3/4", QTD. SAP GUM 500,000' C. & Btr., 6/4", 700,000' C. & Btr., 8/4", MISCELLANEOUS 130,000' Com. Cotton, 4/4", 70,000' C. & Btr., Tupelo, 4/4", 200,000' L/R, Elm, 8/4", 65,000' M/C, Clear, 8/4",
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GAYOSO LUMBER CO.

BLAINE, MISS. BANDMILLS MEMPHIS, TENN.

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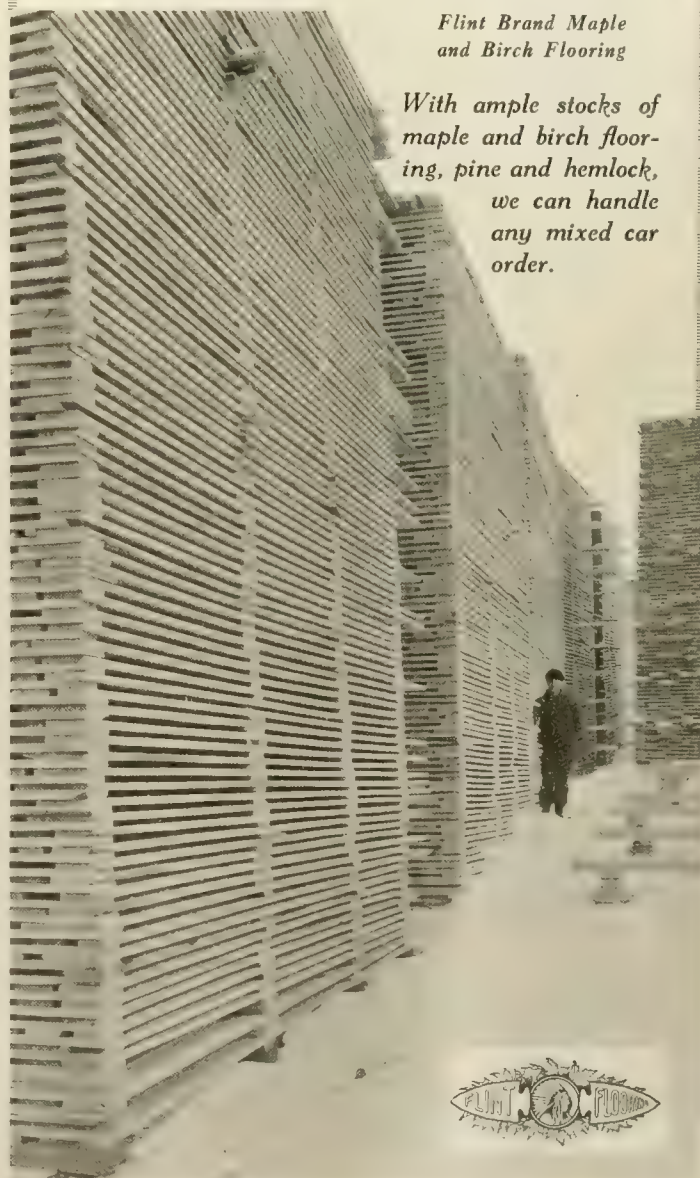
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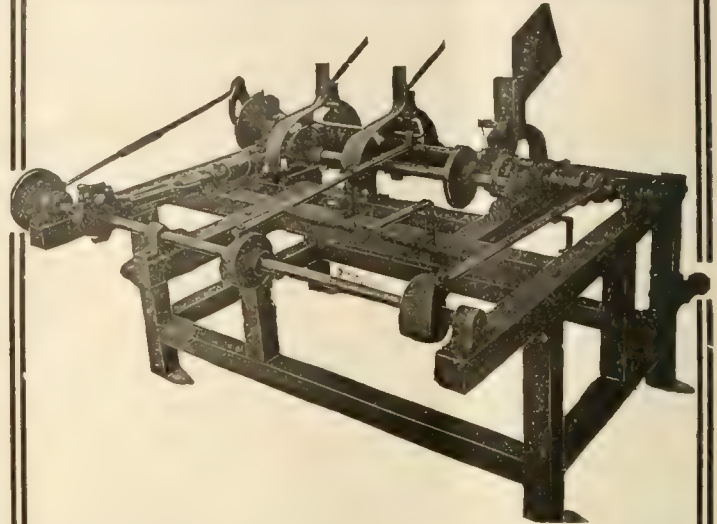
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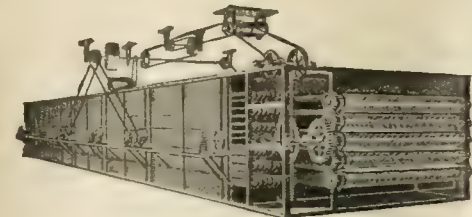
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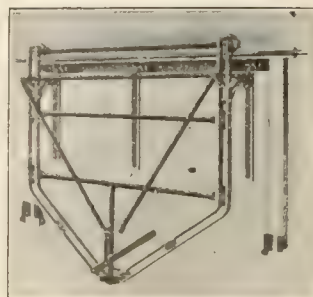
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Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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No. 11



Review and Outlook



General Market Conditions

THE QUESTION MOST COMMONLY HEARD these days, is, "What is the matter with business?" The answer is that nothing is fundamentally the matter, but rather that the radical change in the direction of consumption, which wise operators have been anticipating for several months back, is beginning to be felt and that the circumstances which naturally would make for lessened call from the usual channels have established their effect upon the markets sooner than has the stimulation which would follow from new use of enormous quantities of hardwoods in new fields. The trade at large does not as yet realize what it will be called upon to furnish in the task of supplying government lumber needs, but it does realize that fields of consumption which have always been counted upon to take care of all supplies are not as yet developing the usual fall briskness.

The hardwood trade may as well realize now that it cannot expect any radical improvement in the usual factory demand for hardwood much before the new year. It may as well begin now to imbibe sufficient courage to sit tight, and refrain from making the ridiculous and totally unwarranted cuts which some operators, including some which are easily able to hold on to their lumber, have been guilty of.

There have been a number of causes that have made the present slack situation inevitable. The uncertain character of tax proposals and various other war demands have been enough in themselves to make any man proceed as cautiously as possible. There is a promise that the uncertainty surrounding these features will shortly be cleared away and thus this adverse influence will be removed. There has been great uncertainty so far as the labor question is concerned. The factory man has not only been unable to figure definitely ahead on his wage scale, but his calculations have been more or less uncertain as to the possibility of his getting enough labor to use up the raw material which he might wish to buy. It is now pretty well known what the demand will be for men to be taken from the various woodworking industries and the wage question will automatically adjust itself.

There was until lately some uncertainty as to farm production. This cause has righted itself with reports of record crops in practically all cereals and other food stuffs. The farm trade has been uncertain as the farmer was not sure of his immediate prospects. He is sure now and reports every day are encouraging to the man who will sell to the farm classes.

A short time ago there were more or less concerted efforts on the part of hardwood buyers to stay out of the market, the hope being to break prices. These efforts were made at the time when the

lumber trade was stronger than ever before in its history and they were quickly nullified by the unwavering firmness with which they were met by those who had hardwood lumber to sell. These are some of the causes why trade is slack. But the prospect of continued strength and not stagnation is easily discernible to anyone who will consider all conditions in the hardwood markets. It is possible here only to repeat the reasons that have already been given showing why the future of the hardwood business will be strong. It has previously been emphasized that for many months the average production has been way below normal. In addition to inadequate labor the total inability to get in enough logs was sufficient in itself to vastly curtail hardwood output. It is commonly agreed that the real meaning of car shortage is yet to be learned. A very large majority of the hardwood sawmills depend upon common carriers for their log supply. If frequent shut-downs have been the rule rather than exception in the past, due to shortage of logging cars, why is anyone justified in anticipating anything but more frequent and more prolonged shut-downs in the future months? Report is already coming in that many river mills in mountain territory will not operate until spring. They have not been able to get in sufficient logs to make operation worth while. All of this comes at a time when a closer concentration will be demanded to take care of what the government will require. The regular trade will not be neglected, but it must of necessity take second consideration to the government needs. The last issue of HARDWOOD RECORD stated that organizations were being whipped into shape to line up the hardwood resources behind the government, but it must be borne in mind that these organizations have so far been engaged in the work merely of analyzing the possibilities of hardwood production and that the actual production for government purposes in hardwoods will hardly have started inside of a month or two from now. The surface so far is but barely scratched.

It must be remembered that the government fully recognizes the absolute necessity for adequate transportation and that if the railroad companies are unable to meet the terrific demand for new equipment, most of it calling for lumber a good proportion of which will be hardwood, the government will see to it that adequate provision is made either directly or indirectly so that the railroads will not want for equipment they need to carry on the task ahead of them. The equipping and housing and taking care of the new national army is so tremendous in itself that it rather puts in the background of attention the requirements incident to meeting the needs accessory to the actual cantonment work. For instance, the government needs many new buildings at Washington to house enormously extended administrative forces. Word has come of plans for two of these buildings to be made of wood, one of them alone to cost two million dollars. The public does

not usually hear of these accessory plans as their importance seems to be rather dimmed by the more personal contact with the actual mobilization work. It is authoritatively estimated though, that the work outside of the actual cantonments will involve a bigger expenditure and the use of more lumber than the cantonments themselves.

The fundamental influences working in behalf of the hardwood trade are so powerful that the totally foolish and unwarranted alarm which some manufacturers are exhibiting through price cutting cannot have a permanent effect on the market as a whole. Hardwood lumber advances have not reached a point of inflation in prices and that commodity is going to continue sufficiently scarce so that the present range of values will as a whole remain in effect.

Regarding the Proposed Eight-Hour Law

A PROMINENT AND HIGHLY respected southern operator recently suggested a new angle for the consideration of the proposed eight-hour law for lumber operations. The principal of his argument goes deeper than consideration of the immediate effect of the law upon the lumberman of today, and rests on basic economic features that should be given consideration in any open-minded argument on the question of adopting or rejecting the proposed legislation.

It has been estimated that the total manufacturing capacity of American sawmills is three times as great as the average annual production which is approximately 40,000,000,000 feet. If such is the case, or even with the ratio two to one, the condition is very apparently unsound and the lumber trade has builded upon extremely shaky foundations. Totally disregarding present conditions and the immediate relation of supply and demand, the operator referred to maintains that sound business judgment alone would demand the adoption of means whereby normal production might be maintained relatively nearer to consumption.

The adoption of an eight-hour day would mean, theoretically, a cut reduced by twenty per cent. The percentage would unquestionably be less than that figure as any operating crew could maintain a much more consistently fast gait for eight hours than could be maintained for ten hours. This same operator tried as an experiment running his mills for eleven hours a day in order to give the men a half day on Saturday. Four weeks' operation on this basis showed that for the same expenditure the actual production was four per cent less than on the ten-hour basis. Hence, with an eight-hour schedule it can be conservatively estimated that the efficiency of the crews should be increased by eight or nine per cent. In other words, while the actual cost of cutting the lumber would be theoretically increased by twenty per cent (through paying labor the same for eight hours as for ten hours), this percentage would in practice be reduced to eleven or twelve per cent through increased efficiency.

But the main thing is that the country as a whole would be benefited by lessened production; the cause of conservation would be served as supply would normally be maintained at a point less than demand instead of more than demand as has been the common practice in lumbering; the country's forest resources would be utilized with much less waste as due to the stronger position in which the lumber trade would find itself, a bigger proportion of the tree could be marketed at a profit than has been possible.

Any industry which shows a consistent over-production must count upon a market normally strong only in the upper grades, and must figure on losing money on the poorer end of its product. On the other hand, automatically lessened production would overcome the tendency to separate the "cream" and give away or leave in the forests the "skimmed milk." Periods of heightened demand could easily be met by double shifts or over-time work, which would automatically be confined to periods when excessive demand existed, by the fact that increased cost of over-time operations would make the operator think twice before thus increasing his production cost. Greater attention to the possibility of more economical production, utilization and marketing would automatically follow the enactment of eight-hour legislation.

HARDWOOD RECORD prints these suggestions in the sincere belief that the adoption of this legislation would be a good thing for the lumber industry and invites comment on and criticism of this opinion.

The Conference on Car Stakes

THE GENERAL MEETING to be held under the auspices of the National Lumber Manufacturers' Association at Chicago next month, at which the question of adequate allowance for car staking will be the one subject for discussion, may not appear on the surface to have the significance in lumber circles that other meetings have carried with them. This is a natural result of the fact that the sum involved in each case does not seem to be large nor does it seemingly invite a direct outlay of cash. Figures might awaken a more general interest in the question and insure definite and positive action.

Any man can figure just how vitally the question is of interest to him by considering the number of cars he ships for which he has to provide stakes in connection with the following figures and data given by a practical lumber shipper, covering the cost of staking cars in the South. Referring to standard type of gondola car, the requirements are as follows:

12 stakes 4x5x8'.....	168 feet
8 cross braces 1x5x12'.....	40 feet
6 top braces 1x5x10'.....	25 feet
Total	233 feet

No. 2 common oak is usually the grade that goes into car stakes. Occasionally No. 3 oak is used and sometimes gum is used instead of oak, but when gum is used the grade is invariably No. 2 common. A fair estimate of the value of lumber used in staking cars would be \$15 per thousand feet. On this basis the value of the lumber alone for staking the standard type of gondola would be \$3.50.

Where green oak is used a conservative estimate of weight would be six pounds to the foot, making the total weight 1,398 pounds. As an allowance of 500 pounds is made for tonnage, (this very frequently being forgotten), the difference of 898 pounds is left on which weight the shipper pays freight. The average freight rate of the man giving this data is twenty-two cents per hundred pounds and his company would therefore pay on an average, \$1.98 for dead weight for each car.

The cost of labor, nails and spikes would amount to approximately 50 cents per car, making a dead loss on this particular shipment of \$5.98, and it must be borne in mind that staking gondola cars is much cheaper than staking flat cars.

For flat cars this shipper gives the following figures for lumber which he says is ordinarily required to equip flat cars for lumber loading:

16 stakes 4x5x8'.....	224 feet
Side and top braces.....	100 feet
Total	324 feet

Figuring in the same manner as on gondola cars, the loss would be as follows:

324 feet of lumber at \$15 per M.....	\$4.86
Dead freight 324 feet @ 6 lbs. to the foot, 1944 pounds, less 500 lbs. allowance, leaves 1444 lbs. at an average of 22 cents.....	3.18
Nails, spikes and labor.....	.50
	\$8.54

Illustrating the attitude of the average carrier toward stake allowance, this shipper quotes the following letter:

We have never regarded the allowance in weight for stakes and supports as a proper one and our present tariff providing for same was issued under protest. These stakes and supports are necessary for protection of the load and the weight of same represents a part of our service for which we feel we are entitled to compensation.

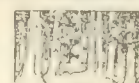
In refuting this argument we can do nothing better than quote this same shipper, who says:

Of course this argument is too absurd to be given serious consideration. If a shipper were prepared to light weigh an open car, with the stakes in position or loaded aboard the car, and show such light weight as the tare, there is certainly no doubt about such tare weight applying, providing same is properly weighed and the scales in order.

The meeting above referred to as announced in detail elsewhere in this issue, is the best possible means for securing vigorous action on the part of the lumber trade on this aggravating question, which has cost the lumber trade many thousands of dollars. If the lumber trade is willing to continue such contributions to the railroads, it is only necessary to withhold support from this meeting. On the other hand, if the trade at large is interested in cutting cost corners, one of the best means of accomplishing this would be to give whole-hearted attendance at and support to the Chicago conference.



Demand for Wood Just Beginning



The government's hardwood needs are receiving more attention than was the case during the early stages of the war. With at least three hardwood emergency bureaus organized and the possibility of a fourth to represent the hardwood industry in dealing with the government, it is predicted that the business which hardwood men will do with the government will expand materially.

The latest hardwood man to come to Washington to see about government business is Otis T. Swan, secretary of the Northern Hemlock and Hardwood Manufacturers' Association located in Wisconsin, also manager of the Hemlock and Hardwood Manufacturers' Emergency Bureau. He came here to spend a week or more inquiring into the hardwood needs of the government.

One of the first things he learned was that the government is to spend \$20,000,000 for boxes. Mr. Swan believes that herein are opportunities for the hardwood lumberman, especially in view of the progress being made by Lieut. H. M. Knowlton and experts of the Forest Service and the Forest Products Laboratory at Madison, Wis., in the matter of standardizing wooden boxes for the war department.

Heretofore the department has specified forty-seven different wooden boxes, it is said, but only three kinds of wood for the boxes, and all the woods softwoods. Mr. Swan says he hopes that these figures will be reversed and he understands that there is a prospect that the kind of boxes specified may be reduced to 6 or 7, while the number of woods specified, he is convinced, should be at least 47, if not "57 varieties."

The idea along which the government experts are reported to be working seems to be the division of box wood into two or more groups. One suggestion is that packing boxes for the army might be permitted to be made out of any soft wood, while hardwoods would be approved as material for ammunition boxes and other containers for heavy stuff. Woods of the same physical qualities would be specified for a certain purpose and government contractors permitted to get the boxes for the goods they are furnishing made of neighborhood woods if possible, the choice being limited to suitable woods.

Mr. Swan says he believes there is a big future for the hardwood emergency bureaus if the government should adopt a system of obtaining hardwood materials for the things it needs, instead of letting contractors obtain the material. With contractors doing this buying, it is said, there would not be so much for the emergency bureaus to do. Members of the Hemlock and Hardwood Emergency Bureau, Mr. Swan says, can furnish large quantities of hardwoods for many government war needs, including the manufacture of airplanes, saddletrees, ten pegs, poles and many other articles, especially where birch, beech, maple, ash, elm and basswood are needed; also some oak.

He says that the bureau has placed its facilities at the disposal of the government and has received inquiries from the government as to what stocks are available, and how and where certain materials can be obtained quickly, but that the bureau has received notice of no definite requirements of the government.

Mr. Swan claims that his emergency bureau has delivered 1500 cars of lumber at Rockford, Ill., for the army cantonment there; that its deliveries daily have exceeded those at any other cantonment, and that the bureau is well up with its orders for cantonment material. It also furnished some material for the Battle Creek, Mich., cantonment.

Because the war department was unable to obtain recently through the committee on lumber, Council of National Defense, 2,000,000 feet of basswood lumber of 2½-inch dimension for the manufacture of saddletrees for the cavalry and artillery and officers' mounts, the Forest Products Laboratory at Madison, Wis., tested a large number of hardwoods with a view to determining their suitability for saddletree manufacture. The laboratory has reported that yellow poplar, elm, ash, cottonwood, soft maple, sycamore, cucumber, aspen will be satisfactory for this purpose and

that beech, birch, and hard maple would serve the same purpose. Black walnut, sugar maple, red gum and white oak were tested with a view to utilizing them for saddletree stock. The tests covered a number of technical points about the qualities of the various woods.

The war department has always used basswood for saddletrees and that material is admittedly desirable by reason of its lightness, light color, toughness, stability and other good qualities, but when it sprang a sudden request for 2,000,000 feet of 2½-inch stock, the department learned that basswood was not cut in that size and that it is cut only in the winter.

There has been much negotiation on recently between the shipping board and lumbermen with a view to changing the prices of lumber for wooden ships. The shipping board people, it is understood, want the hardwood people to reduce their prices on oak stock for ship timbers, while, on the other hand, the board is discussing the question of possibly raising prices on pine timbers. There are also rumors that the government may commandeer absolutely all large timbers for ship construction.

It is stated on authority that the proposition of some lumbermen to substitute big oak timbers for yellow pine timbers in ships built in the South and East is not practicable. Why is not explained.

Rumors continue plentiful about the government's policy regarding wooden ship construction. The best information seems to be that the shipping board will carry out the wooden ship contracts negotiated for by Gen. Goethals, but will not for the present negotiate new contracts. However, many lumbermen are convinced that the wooden ship business has only just begun. They predict that before the winter is over the lumbermen will be asked to furnish materials for hundreds of more ships and that they will be glad to do it because of the stoppage of construction of buildings, bridges, etc., generally throughout the country, owing to war conditions. It is declared that the wooden ship business will soon be recognized as the backbone of the lumber industry and that the country's resources of ship material are practically inexhaustible. Years of profit for the wooden shipbuilding industry and for the lumber industry are expected by optimistic lumbermen.

The demand for oak for ships, however, it is reported here, may serve to create a scarcity of oak for furniture manufacturing and other industries using this hardwood, the prices of which are going up, according to report.

Nearly a billion more money for the government's merchant shipping program is provided for in the deficiency appropriation bill carrying \$7,000,000,000 to run the government until June 30 next. Some of this billion, it is said, may go for wooden ships. When the bill passed the house there was some discussion of the wooden ship question and Representative Stafford of Wisconsin declared that the new shipping board had adopted Gen. Goethal's shipping program almost as a whole.

So strongly does Uncle Sam believe in lumber that the same bill authorizes the construction of a big temporary office building at Washington of the frame type, for the use of the army and navy, which have greatly expanded their offices since the war began. The building will cost \$2,000,000 and is to be completed within ninety days after the law authorizing it is enacted. Another big wooden building for government purposes is being erected here to accommodate the Council of National Defense. The committee on lumber of this organization was called upon recently to attend to the furnishing of a quantity of additional lumber for fourteen of the army cantonments. The order was handled at express speed, being wired out the evening it was received, the lumber allotted, and it is now being shipped. From 2,500,000 to 6,000,000 feet more is required for each of the fourteen cantonments. The Michigan Hardwood Manufacturers' Emergency Bureau was allotted about 2,500,000 feet for the Battle Creek cantonment. It has furnished a quantity of maple flooring for that work.

The prices of cantonment material charged the government have

been reduced by \$1 per 1000 on two-inch stock and 50 cents on 1-inch stock from September 10 until October 10. After that, it is proposed, there shall be a monthly adjustment of the cantonment material price based on the commercial market prices during the

preceding 30 days as recorded on the lumber exchanges, each adjustment to cover a month from the tenth to the tenth. This proposition has been laid before the lumber committee. It involves a discount of 50 cents per 1000 from the market prices referred to.



The Lumberman's Round Table



"Vacating" as a Fine Art

A well-known member of the trade, who has been an active and aggressive business man for a great many years, recently took his first vacation.

He admitted that it was the hardest work he ever did.

His liver had been out of order, and his doctor, besides prescribing various pharmaceuticals, included instructions to go fishing for a few weeks. He decided, for the sake of his liver, to obey.

The first part of the vacation was almost intolerable to this worker, long schooled to the rub of the harness. He kept thinking about business, instead of about fishing. Finally, though, the fish began to bite, and the lumberman took more interest in their appetites. Later on the lumber market seemed a thing of remote importance, and the state of the weather got to be first on the list. By the time his vacation was over, he forgot that he had a liver, and had accumulated a bunch of fish stories that would shame the late Sir Isaak.

He is all the better lumberman now for forgetting the lumber business for a while; and, what is more to the point, he will remain a lumberman a lot longer than if he had persisted in his old plan of trying to take a vacation "on the job." It can't be done.

Government Specifications

A feature of government business which has represented an obstacle to concerns which might otherwise have bid for it has been the severe specifications which have usually been put forward. In many cases demands have been made which no lumberman felt that he could comply with literally, and because he feared that inspection would be severe and rigid, and would demand absolute compliance with the specifications, he hesitated to make an offer. This has limited the market of the government, and at the same time has deprived manufacturers of an opportunity to dispose of material which was really needed.

As a matter of fact, government inspectors are not as a rule unreasonably severe. The character of the work to be done, of course, has a good deal to do with it, as well as the personality of the individual handling the inspection. For this reason it is a big advantage to have conferred personally with those interested in the purchase of the material, in order that the conditions may be thoroughly understood, just as the salesman would always make a point of finding out all that he could about the purpose for which any manufacturer proposed to buy lumber.

A concern in another line, which has been selling millions of pounds of its product to a government department, suffered rejections of a large quantity of material until its representative got on the job and by common sense methods showed that the rejections were unnecessary. After that everything went through all right.

Another feature is that specifications in government proposals are often taken bodily from rule books, manufacturers' catalogs, etc. There was seen recently a proposal for a special kind of machinery, in which technical descriptive matter to the amount of several hundred words appeared. One concern which was prepared to quote on the product spent some time looking up catalogs of competitors, finally locating the description, and thus getting a line on the product which the writer of the specification had in mind. This is mentioned merely to show that the buyer representing the government must have some basis to work on, and that he will not necessarily judge the product so severely as the terms of the proposals suggest.

This doesn't mean that it would pay to try to "put one over" on your Uncle Samuel, but simply that common sense, in most cases, would govern.

Take Care of the Old Customer

Most members of the hardwood trade are worrying more about producing than selling at present. They are not finding it especially difficult to locate buyers who are ready and willing to accept delivery of about all the lumber they can make in staple grades and dimensions.

Under the circumstances, there is a distinct temptation to take the business which looks most attractive from the standpoint of profits, and to make the most money possible on every block of stock. Certain old customers may have contracts taken at lower figures, and this business, from the dollars-and-cents angle, may not be so inviting as some of more recent date. Aside from the ethics involved, it is the best of good business to take care of the old customer first, to give him all he has coming to him, regardless of the price at which it was booked, and to show him that being an old customer means something to the concern which is handling his trade.

That is the only way to develop old customers, anyhow. The buyer who finds that he gets service only when business is scarce, and that when prices are soaring the lumberman has the most trouble making deliveries on his order, usually begins looking around for some place else to buy.

It has often been contended that a good buying source is just as valuable as a good selling connection, and this is admitted nowhere more freely than by buyers themselves. They know how difficult it is to find the ideal combination of perfect manufacturing methods, high-grade business methods, and attention to the details of service. When they find the house which is delivering the goods and delivering them right, and making a price which is just as good as anybody would want, in reason, they stop right there and quit worrying.

A buyer who has been purchasing several million feet of hardwoods a year for one of the big consumers of the Middle West said recently that he is doing business at present with fewer lumbermen than at any other time during his twenty-five years' connection with his company.

"I have tried a lot of them," he explained, "and I have picked the winners. I know who can and will make the sort of lumber my people can use, and who will treat us right in the matter of price. The manufacturers who have played the game on the square, and have given us service, are the ones who are getting the lion's share of our business today; and they don't need to solicit it very hard, either."

So, while the selling is good, don't forget that the regular customer, who can be counted on for a car or so when things are dull, is entitled to just as much consideration now as then.

The man who adds a rip saw table to his mill with a view to getting out a little dimension stock should consider the possibilities of the modern power feed table and his chances to do more work for less money with it as compared to the hand feed saw.

Locating a planing mill is a problem which many concerns fail to solve properly. A great many think anywhere will do. A retail yard and mill should be as near the center of its trade as possible, taking into due consideration the problem of getting stock to and away from it and having room to pile rough lumber and store finished work. To say that it is a problem under the many conditions which exist in many places is drawing it mild, and in view of this fact it is no wonder so many planing mill plants are badly located for their business.



Puzzling Variations in Wood



Editor's Note

The article which follows deals with a subject on which there is much popular opinion, and perhaps prejudice, and comparatively little scientific information. Namely, what is the cause and the extent of the influence of soil, climate, and situation on the properties of wood? That this influence is real in some instances there can be no doubt, but it is difficult to draw the line between facts and opinions, and this article does not attempt to do so.

There is nothing better known than that one wood may differ widely from another in several particulars, such as weight, strength, stiffness, durability, and color. Hickory and white pine are so far apart in most of the properties common to wood that they can scarcely be compared; and it is the same when many other woods are compared with one another.

It is not quite so generally known that wide differences often exist between samples of the same kind of wood, as between two white pines, two cottonwoods, or two white oaks. Nature separates the trees of the forests into species or kinds. Those of one species, as red gum, or white ash, have many characters in common, but they also differ in many ways. Leaving out of account the leaves, flowers, fruit, and bark, where many differences may be noted, there are differences in the characters of the wood of the same species of trees. A piece from one white ash, for example, may be three times as strong as a piece of the same size from another white ash; or a block of wood from one tree may be much heavier than a block of the same size from another tree of the same species. These differences are not changed when the different samples are reduced to the same degree of dryness, and are otherwise conditioned as much alike as can be done by artificial means.

REASONS NOT CLEAR

These differences are so common and are frequently so apparent that it is difficult to account for them. Climate and other surrounding conditions are often supposed to account for differences in wood of the same species but from different trees. That conclusion is doubtless partly correct, but it does not account for all the differences; for two trees of the same species may stand side by side, and the wood of one may be heavier, stiffer, and stronger than that of the other. It is not apparent why this is true. Conditions of growth seem to be the same.

It is not so difficult to understand that trees of one species growing in different climates, and far apart, should vary in the character of their wood, but even the reason for that has to be accepted by faith rather than upon a clear explanation of the reasons underlying the differences.

A number of trees vary so much in external appearances, though they are of the same species, that the popular verdict is that they are not the same kind of trees at all. Even botanists have been fooled by appearances. Note the case of the western yellow pine. The trees growing on the Pacific Coast were called bull pine, and those in the Rocky Mountain region were known as rock pine. Botanists made the same mistake as the laymen, and called the tree on the Pacific Coast *Pinus ponderosa*, and that in the Rocky Mountain region *Pinus ponderosa scopulorum*. The differences have been thrashed out, and it is now known that both are the same kind of tree.

The deception went even further with lodgepole pine. One kind was called shore pine and the other lodgepole pine, and botanists provided two names also for what they took to be two distinct species, but it is now admitted that they are the same though they present different appearances. These differences are attributed to the differences in climate of the regions where they grow.

THE CASE OF YELLOW POPLAR

Differences of climate cannot be assigned as the cause of differences in the appearance of yellow poplar, which have led many to believe there are two kinds—the yellow poplar and the “white,” “blue,” or “hickory” poplar. It does not appear that botanists were ever fooled on this tree, but people who were not botanists have believed, for three hundred years, that there are two kinds of poplar, one with the yellow heart-wood and comparatively thin-sap-wood, the other with thick, tough white sapwood, and bluish heart. All through the poplar

region to this day there are people who will not hear to it that it is all the same tree.

These variations are generally attributed to differences in soil—the “white” poplar growing in poor soil, the other in rich ground. That may have something to do with it, but it is not easy to explain why in most cases a tree that is a “white” poplar when little becomes a yellow poplar when big. The soil does not change, and it can hardly be claimed, even by the advocates of “special creation,” that a tree changes its species between youth and age. It is simply one of the things regarding wood which are hard to explain. The fact is admitted but cannot be wholly accounted for.

OTHER INSTANCES

The red cedar which grows in Tennessee and surrounding states is remarkable for its soft and brittle wood. These qualities have made it the best in the world for lead pencils. It was largely planted in Austria by the pencil makers of that country many years ago; but the wood there is very different from that produced by the same cedar in the southern states of this country.

The Circassian walnut was transplanted to Europe two thousand years ago, but the wood has never equalled that grown in the tree's native home. That grown in Europe is known as English, French or Italian walnut.

In Texas the mesquite is a runty tree, all branches and no trunk worth mentioning. The same tree was transplanted to the Hawaiian Islands and there it develops a shapely, long trunk. There seems to be no report by which to judge whether the wood retains the same character as the Texas mesquite.

The bur oak and the yellow oak each varies greatly in the size of the tree and the character of the wood. It is the bur oak that clothes the desolate “barrens” in some of the northern states, where a trunk fit for a sawlog is hard to find. The same tree, when it grows on the fertile soil of northern Illinois produces shapely trunks and excellent wood. The yellow oak growing in the Yazoo Delta in Mississippi yields lumber as fine as that of northern red oak, but on thin land, where this oak is generally found, the wood is fit for fuel only.

An old tank maker at Corpus Christi, Tex., who had made tanks of cypress for half a century, declared that if you would let him whittle a cypress stick he could tell whether the tree grew in a fresh water swamp or in a region invaded occasionally by salt tides.

When table mountain pine grows in deep fissures of rocks along the summit of the Allegheny mountain, its branches may be cut with a pocket knife, the same as other pines; but if the tree stands on a high pinnacle (where it delights to establish itself) the garland branches take on the hardness of buckhorn, and will turn the edge of a knife blade, unless of the best steel. The distance of fifty feet, between a sheltered cleft and an exposed crag, may produce the difference in the soft and the hard wood in the branches of this pine.

FIGURES SHOWING DIFFERENCES

General statements seldom prove as much as exact facts. The table which follows was compiled from government figures. They show how greatly a wood may vary in strength. From three or four to twenty or thirty tests were made of each species. Wood was selected from different regions and from different kinds of soil. For instance, the white oak in the table below came from nine states and there were thirty-two samples tested for strength and weight. The weakest of these samples had only thirty-eight per cent of the strength of the strongest, and the lightest had sixty-nine per cent of the weight of the heaviest; yet they were all white oak, and all were reduced to the same degree of dryness. The following table contains twenty-three common woods, fifteen hard and eight soft. The variations in strength and in weight is given for each.

WEIGHT AND STRENGTH

Hardwoods	Percentage of weakest to strongest	Percentage of lightest to heaviest
White ash	32	59
Persimmon	38	88
White oak	38	69
Hard maple	48	76
Black walnut	51	65
Red oak	53	72
White elm	55	73
Locust	56	81
Yellow poplar	56	79
Basswood	58	74
Red gum	67	89
Cottonwood	70	67
Beech	71	79
Shell bark hickory.....	72	76
Yellow birch	91	84
Average	57	75
Softwoods		
Red cedar	37	83
Western yellow pine.....	37	77
White pine	42	59
Douglas fir	43	62
Longleaf pine	44	63
Larch	48	71
Redwood	49	59
Hemlock	52	66
Average	44	68

It is often stated as a rule of timber physics that a wood's strength is pretty closely proportioned to its weight, when the non-essential elements have been eliminated. That rule is perhaps correct, but the foregoing table seems to show that woods of the same species vary more in strength than in weight. The average in strength of the fifteen hardwoods above is fifty-seven—that is, the fifteen weakest samples had, as an average, fifty-seven per cent of the strength of the fifteen strongest; but the fifteen lightest had seventy-five per cent of the weight of the fifteen heaviest. The percentages for the eight softwoods were respectively forty-four in strength and sixty-eight in weight.

WOOD'S DURABILITY INFLUENCED BY ENVIRONMENT

The belief is quite general that the locality where a wood grows has something to do with its durability. There is much evidence that this belief is well founded; but there does not seem to be so much scientific information on the subject as one might suppose. Writers of books on wood preservation and on the durability of timbers may refer briefly to the effect of circumstances of growth upon the lasting properties of a wood; but actual tests made by competent engineers appear to be scarce.

Nevertheless, many a farmer selects timber for fence posts upon the theory that a tree's position on the top of a ridge or low in a valley has much to do with the wood's durability. Place of growth, likewise, is credited with influencing the texture of wood; and the former abundance of that high grade white pine known as "cork pine" in New England and its relative scarcity in pine regions further west is pointed to as proof that the region has much to do with a wood's quality. The same theory holds and seems to be proved in the case of Douglas fir. That growing in the Pacific Coast fog belt is commonly rated above the same species found in the dryer regions of the Rocky Mountains. There is a prevailing belief among manufacturers of barrels for alcoholic liquors that the white oak of the wet land along the lower Mississippi is superior to the white oak of the mountains on the headstreams of the Ohio river. That preference, however, may be due to prejudice, or it may be accounted for by the fact that the mountain oak was long ago culled and the best taken out, while the lowland oak has not been so culled.

Be that as it may, the opinion that the lowland oak is the best is not a new one. The following extract is interesting for the light it throws on the opinion prevailing long ago. The quotation is from the writings of Edwin James in 1819, at Louisville, Ky. He says of the Ohio and Mississippi river boats:

It frequently happens that the boats built at Pittsburgh and other places near the sources of the Ohio are, within three or four years after they are launched, in a condition to require the planking of the bulk to

be replaced with new timber. These boats are usually planked with the upland white oak: we have been informed that such as are built lower down on the river, and of timber found on the low grounds, are more durable."

James no doubt faithfully recorded the opinion of the river boat owners at that time. He was one of the foremost scientists of his day. He was the historian of the "Long Expedition to the Rocky Mountains," 1819 and 1820, and was on his way to Colorado when he made the above observation on oak. He was the first white man to reach the top of Pike's Peak, and was the discoverer of Long's Peak, which was named for the leader of the expedition. His observations are uniformly accurate and valuable, whether they relate to geology, meteorology, animals, forestry, or anything else that he saw on his long journey.

Seasoning Lumber by Steam

A large lumber company in California, which handles redwood, has installed two cylinders, each 60 feet long, and nearly seven feet in diameter, and is using them to dry lumber, about 12,000 feet to the cylinder at a time. Steam is forced into the cylinders under a pressure of twenty-five pounds, and that treatment forces the wood to give up much of its moisture. The lumber is then taken out and the seasoning may be completed in the open air, with a considerable shortening of the process.

The brief account of the operation which appeared in a recent number of *The Timberman*, Portland, Ore., is not explicit as to the duration of the steam treatment or regarding the time required to complete the seasoning in the open air.

The process is not new, but this appears to be the first application of the steam treatment, on a commercial scale, to the Pacific coast woods. It has been tried successfully with eastern hardwoods and softwoods for purely seasoning purposes, and not to soften the wood to facilitate its bending.

There has been much controversy as to just how the application of steam under pressure forces the water out of the pores and cells of a piece of wood. It has been argued that, since the pressure of the steam is on the surface of the wood and pushing inward, it ought to force moisture further into the wood instead of forcing it out; but fact is bound to prevail over theory, and there is no doubting the fact that some of the moisture is forced out.

What takes place is probably this: The steam heats the moisture within the wood until it is above the boiling point, and it turns to steam. In changing to steam it expands several hundred fold, and this expansive force drives the moisture out through small openings which exist in the cells, and this expulsion is what actually reduces the moisture that was in the wood when it went into the cylinder. The service performed by the steam which enters the cylinder is to heat the wood quickly. If the wood could be as quickly heated in some other way, it would not be necessary to force steam into the receptacle. It is heat that is needed to compel the wood to give up its moisture. Doubtless the water within the wood is forced out by its own expansion when it becomes heated. A piece of green wood loses some of its moisture if immersed a short time in boiling water, and for precisely the same reason that it loses it in a hot steam bath.

The expulsion of water from a stick of green wood may be witnessed in full view if the stick is laid across a fire until thoroughly hot within. Jets of steam may be seen issuing from the ends, often accompanied by a hissing or whistling sound. That is about what takes place in a steam-heated cylinder. And it is really what occurs in a dry kiln or the open air, only the process is then much slower.

Green redwood is one of the wettest woods in the world. By weight, it is more than half water, and it ought to be an ideal material for seasoning in a steam cylinder, except that the wood is without pores, or open channels, and the interior moisture must pass from cell to cell until it reaches the surface where it can make its escape.

Our export lumber trade to England is moving along now averaging above a million dollars a month, which makes it about of normal value.

The Mail Bag

B-1137—Spruce Wanted

Chicago, Ill., Sept. 12.—Editor HARDWOOD RECORD: Can you advise us where we can obtain a car of northern Michigan or Wisconsin spruce; or, better, Canadian spruce? Can use it in almost any thickness, either green or dry.

B-1138 Dimension Stock

Philadelphia, Pa., September 18.—Editor HARDWOOD RECORD: Please send us the address of several manufacturers making a business of cutting dimension stock in following woods: Chestnut, poplar, gum, birch and quartered oak.

B 1139—Oak Veneers

New York, N. Y., September 20.—Editor HARDWOOD RECORD: We seem to have some trouble in getting plain and quartered oak veneers in $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{8}$ " thicknesses sawed.

B 1140—Seeks Osage Orange

Cincinnati, O., September 20.—Editor HARDWOOD RECORD: Can you advise where I can secure osage orange in large quantities in 6/4" lumber or in the log if necessary?

Any information on this subject will be very much appreciated.

Regarding osage orange lumber or logs. This wood seldom goes on the market as lumber, but its usual form is wagon felloes, insulation pins, or some other partly manufactured articles. Possibly lumber could be had by dealing with producers in the region where the osage orange grows. Its natural range is limited to a few counties in Texas and Oklahoma, and little of it goes to sawmills outside of that region. It might be had by corresponding with lumber dealers in the following Texas counties: Lamar, Franklin, Grayson, Collins, Dallas, Hunt, Tarrant, and Kaufman; or with dealers in the following Oklahoma counties: Bryan, Atoka, Marshall, Choctaw, Coal and Johnston.

This tree is usually called "bodoock" in the region where it grows. The trunks are small and crooked, and only short, narrow lumber could be cut from them. The very largest trunks are seldom two feet in diameter, and they are apt to be cracked open from the heart outward. Even in cutting stock for wagon felloes, it is customary to make the felloes only half the regulation length in order to utilize more of the crooked, split logs. Even then, the waste runs over fifty per cent, but they work the waste into telephone pins and sometimes into tobacco pipes and other small novelties.

B 1141—Wants to Buy Chestnut Lumber

A large cabinet factory in Chicago 'phoned HARDWOOD RECORD's office on press day asking for lists of people having sound wormy chestnut for sale. Anyone interested in the inquiry may have the address on writing HARDWOOD RECORD office.—EDITOR.

Clubs and Associations

Open Competition Plan Report

Due to the hot weather of the summer and the inclement weather of late, the dry lumber market is very high, stocks low and no chance for manufacturers to catch up with the demand of the consumers, according to reports made at the monthly meeting of the Open Competition Plan, of the Hardwood Manufacturers' Association, held at the Sinton hotel, Cincinnati. River mills, it was reported, will not run again until next spring because their supply of logs is exhausted.

The open-competition-plan members of the Hardwood Manufacturers' Association of the United States will hold two monthly meetings hereafter. Assistant to the President F. R. Gadd, explained that the change from one meeting to two was made for the greater convenience of the membership which is widely scattered.

Open Price Meeting at Memphis

At the conclusion of the meeting of members of the open competition plan of the Hardwood Manufacturers' Association, held at Memphis September 15, it was announced by F. R. Gadd, assistant to the president of this organization, that monthly meetings of members of this plan would be held in Memphis in future in order that those identified therewith might keep in close touch with market conditions.

The question of opening a branch of the association in Memphis was briefly discussed and then referred to the board of directors who will decide at their next meeting to be held in Cincinnati. It is generally expected that the office will be opened here about January 1.

There was much discussion of market conditions during the meeting and it appeared to be the consensus of opinion that business is rather quiet at the moment. It was announced that there was considerable government business in progress and that this was preventing what would otherwise be a pretty dull market. The falling off in building operations was given as the principal cause of the slowness of the market for hardwood lumber at the moment but the majority of those discussing this phase of the matter expressed the belief that this condition would prove temporary and that there would be a good demand for southern hardwoods at full prices this fall and winter.

Cincinnati Lumbermen's Club

Discussion of demurrage rules and car service were the principal topics before the Lumbermen's Club of Cincinnati, at its initial meeting held at the Metropole hotel last week. Several matters of complaint were referred to the river and rail committee for investigation.

Five firms were elected to membership: the John Dulweber Company, Talbert-Zoller Lumber Company, Thoman-Finn Lumber Company, W. E. Heyser Lumber Company and the C. W. Tunis Lumber Company.

A press and publicity committee consisting of Harry R. Browne and John Byrnes was appointed.

A communication from the Treasury Department asking the club's moral support for the next Liberty Loan was received.

War Tax on Freight Bills

The Southern Hardwood Traffic Association is officially advising members that there will be a government war tax of 3 per cent added to all lumber and forest products freight bills, effective on or about November 1 next.

Those members already familiar with this prospective freight tax are having stamps made which will be used on all quotations and communications regarding lumber, advising customers that this increased freight cost will be added to the price of all lumber sold by them.

There is already a 7½ per cent war tax levied by the Canadian government on all imports of lumber from the United States. J. H. Townshend, secretary-manager of the association, however, is in position to advise members of this organization that the Canadian authorities have ruled that, unless there is a special agreement concerning the payment of this tax, it must be borne by the consignee.

Consider Memphis for Export License Depot

A. H. Bullock, representing the Department of Commerce, Washington, will be in Memphis within the next few days to conduct an investigation to determine whether or not a branch for the issuance of export licenses shall be located in Memphis. The foreign trade committee of the Chamber of Commerce is compiling statistics to be used as a guide by Mr. Bullock and these will show that Memphis is a big exporter of cotton, lumber, forest products, cottonseed products and other commodities, so big in fact that it is entitled to the consideration export interests here are seeking.

James E. Stark, president of the Southern Hardwood Traffic Association, has been named to represent the lumber interests at the conferences to be held with Mr. Bullock. The Cotton Exchange, Merchants Exchange, Chamber of Commerce and other organizations will also appoint conferees.

Association Issuing Pocket Tariff Book

The pocket tariff book issued by the Southern Hardwood Traffic Association came from the press September 15 and was immediately distributed among the members of that organization. This little book contains all through rates on lumber and lumber products from southern producing points to northern and eastern destinations, including Canada, as well as to all points in Western Trunk Line territory. It is expected that it will prove of very great assistance to members in making quotations and in giving prices to their salesmen. No account whatever is taken of combination rates. Through rates are given in all instances and the matter of quotations is thereby much simplified.

The issuance of this booklet will also very much reduce the quantity of work heretofore necessary in the offices of the association. 'One man has had to give practically all of his time to answering inquiries involving rates but his duties will be far less onerous than heretofore.

In order that the tariffs may be kept strictly up-to-date, supplements will be issued each month, covering all changes in rates.

Hardwood Rate Advances Suspended

The Southern Hardwood Traffic Association is in receipt of official confirmation of the suspension of the increased tariffs in I. & S. 1125. These and other advances into eastern territory, including Canada, were to have become effective on September 1 and later dates but the order of the commission suspends all of them until December 30, 1917.

J. H. Townshend, secretary-manager of the association, expressed much pleasure over the action of the commission in suspending these advances for two reasons: The big saving that the suspension means for hardwood lumber shippers and the removal of the necessity for changing the rates as published in the pocket tariff book just issued by the association.

However, the suspension of these advances does not mean an end of the effort of the carriers to bring about higher rates. Mr. Townshend says he has been given to understand that the carriers, as soon as they are able to get their forces properly organized, are going to attempt to bring about general advances in hardwood rates from all southern producing points to destinations in all parts of the country. He further

(Continued on page 33).

FIGURED GUM



Our Log
Slicer

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UNIFORM COLOR
and FIGURE IN ANY
QUANTITY



Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dryer



NICKEY BROTHERS ^{INC}
MEMPHIS

Methods of Handling Veneer

Means Employed to Prevent Breaks,
Buckling, Blisters, Folds and Wrinkles

AN ARTICLE by Lewis Taylor, in a recent issue of the Canadian Woodworker, discusses certain methods and processes in handling first-class rotary cut veneers for high-grade work.

The condition the veneers are in when the laying operation commences is just as important as the laying itself. Some firms have discarded the old-fashioned method of drying the veneers and straightening them between hot cauls and instead place the veneers in a caul box having a very high temperature. When this latter method is used the veneers become extremely brittle and require careful handling in order to avoid excessive wastage. Moreover, by this method the buckling of the veneer is not eliminated, which makes it more difficult to joint and match.

Is there anything gained by adopting the quicker method of drying veneer in the caul box, or do we lose what is gained, owing to the difficulty of working the veneer; and again, what is the better way to lay veneer? Is it not better to dry the veneer out even between hot cauls and then lay it, than it is to lay it full of kinks and in the brittle condition the quick drying process leaves it in?

Veneer that is full of buckles is the kind that causes future trouble. It splits open when laying and this is just the time that it is difficult to make repairs owing to the necessity of getting the stock under pressure as quickly as possible. It is only by getting the veneer free from kinks that success is obtained in the laying operation. This is especially true of fancy walnut veneer, of which there are considerable quantities used in piano and furniture factories.

A short time ago the writer picked up a piece of fancy circassian walnut veneer that had been "baked" in the caul box. It was full of kinks and down the center, on the crest of the kink, was a ragged split. The veneer had been handled carelessly, no doubt, but in its brittle and buckly condition it was almost impossible to handle it without breaking it. This was a concrete case of a good piece of veneer having been spoiled through not receiving the proper treatment.

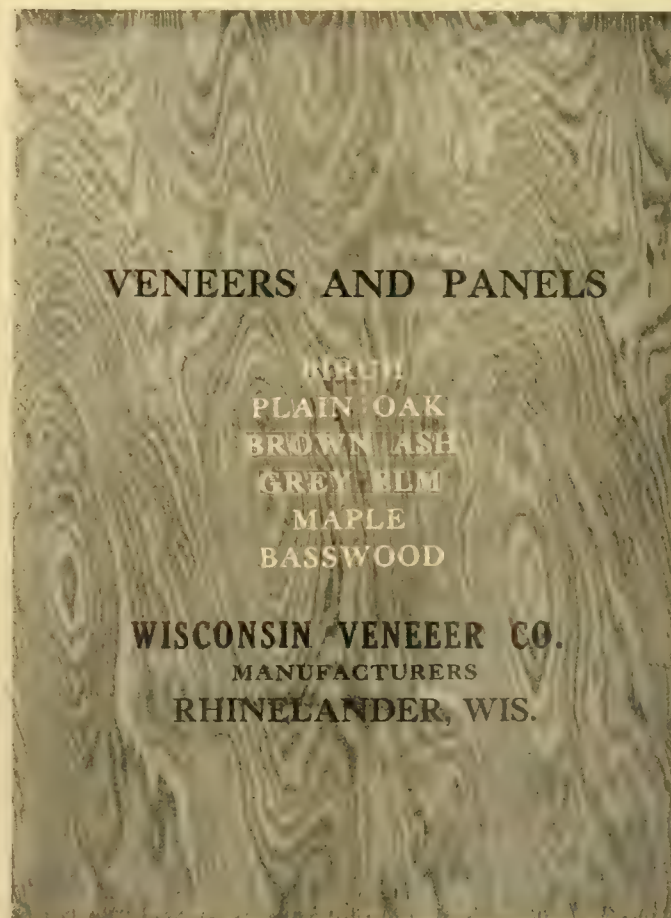
If any firm is using the baking process of drying its veneers and is having trouble I would strongly urge that it give the "between hot cauls" method a trial. It may seem slower at first, but after all it is the final results that count. The wage bill for repairing split and broken veneers must be quite an item in a number of factories. This, could be lessened considerably by drying the veneer between hot cauls.

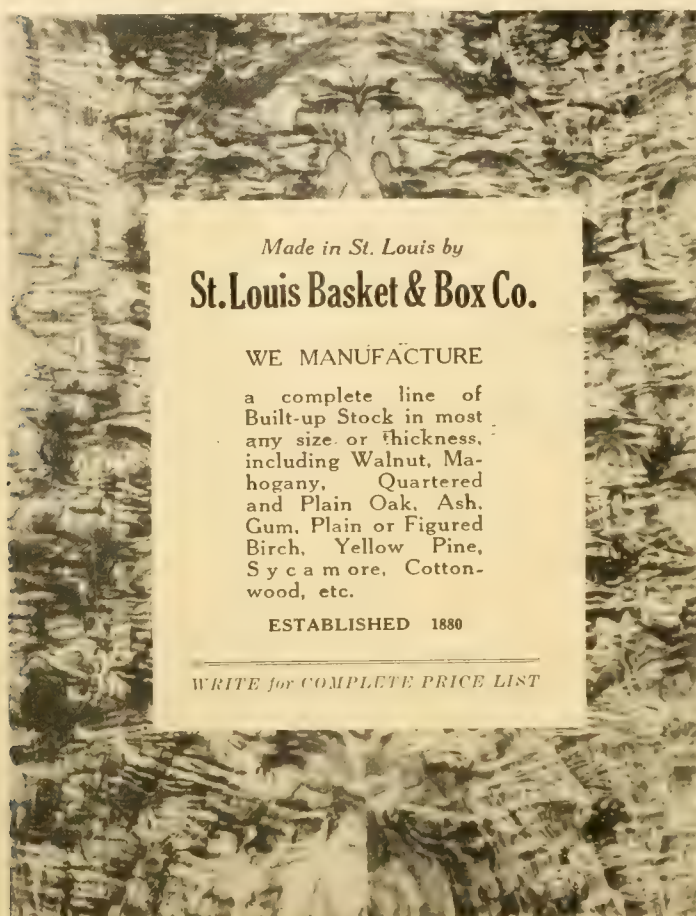
There is another point. Nearly every factory using veneer picks out the dampest part of the premises to keep veneer in. Now veneer should always be kept in a warm,

dry place, because we should bear in mind that every foot of veneer is supposed to be future stock for the glue room. The storage room must not be too hot, however. There might be doubt about other pieces of stock being used in the glue room, but veneer is intended only to be glued on and therefore should be kept high and dry for that reason.

The more the writer sees and thinks of veneer troubles, the more he is convinced that those troubles can be almost entirely removed if proper care is taken of each log of veneer as it comes into the factory. In some factories, logs of veneers have lain in a damp place for many years and have finally been brought out and used, with no great care taken to see that the veneer was perfectly dry before being laid. If veneer is properly dried and shrunk there should be no trouble, and if we give proper attention to this point it will repay us through the avoidance of checks that spoil so much of the finely figured veneer used on high grade work.

A good place to keep veneer is on top of the caul box. There is usually waste room there and it will get the





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 a complete line of
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 whose reputation and financial
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 VENEERS

warmth it should get besides being handy when required.

Another point is that in making butt joints care should be taken to avoid having the veneer full of tack holes. After jointing, put a tack here and there just to hold the veneer in place, then glue the tape on, using a warm caul the width of the tape and attach a hand screw at each end to hold the joint firmly until it is dry.

We cannot have too much discussion on the proper treatment of veneers because the success of much high class work depends upon the durability of the veneer work. By taking proper care of the veneer when it first arrives at the factory we help to ensure the dependability of the work.

Belting for Machinery

Some of the earliest effects of the war may be looked for in factories where belts are used in driving machinery. The demand for heavy shoes for soldiers will make a considerable inroad upon the leather which in the natural course of events would be made into belts. It is not likely that leather will become so scarce that belt makers cannot procure what they need; but certain economies may become necessary in order to meet demands. The United States has all the neutral countries to draw upon. Of these countries, South America is most important. The outstanding fact is that more leather will be needed than formerly. The soldiers will wear out three pairs of shoes in the field to one if he stayed at home. Belt makers must bid against shoemakers for leather and prices will respond to the keenness of the competition.

It is reported that one of Germany's hardest problems under the stress of the war is to provide belts in factories. Substitutes for leather have been introduced so far as possible. Woven belting has been made of fiber, and even the manes and tails of dead horses are utilized to the last hair in making belts keep the wheels going. Wherever the Germans have occupied foreign territory they have made clean sweeps of belting from shops and mills and have shipped it to Germany. An adequate belt supply seems to have been one of the matters not wholly provided for in advance when Germany was preparing for war.

The United States is in no danger of a famine in belting; but the pinch will be felt if the war continues long. All belts are not made of leather; probably not half of them are of leather. But canvas and rubber will also become scarce. Belting can be dispensed with to a large extent by using direct-connected dynamos, or by employing cogwheel gearing; but changes in installation are expensive, and factories will not be disposed to make them unless forced to do so by increased cost of belting.

An Ancient Tree for Veneer

They are combing England for timber, as it was never combed before. So much is required for war purposes that the ordinary trade is almost at a standstill. Trees are being cut which in the past were held almost sacred on account of their associations. Sentimentality has small place now in that country where the winning of the war receives first consideration and carrying a private business is secondary. A famous walnut tree was recently cut down and sent to the veneer mill of W. Foster & Co., of Bootle, Liverpool. The tree was planted by George II, who was king of England 180 years ago. At five feet from the ground the trunk was forty inches in diameter. A bole ten feet long was secured. The tree was grubbed up to save the figured wood. The trunk was not very long. The figure of the wood was rich and fine. It grew on favorable soil and the wood is rich in oil. The tree was English or Circassian walnut, the two trees being of the same species but grow in different countries and take the name of the country where they grow.

The Antiquity of Veneer

The Earliest Use Appears to Have Been in the Form of Inlay

VENEERS WERE IN USE three thousand years ago, and there is no telling how much earlier. So far as the evidence may be relied upon, the first attempts at veneering with wood took the form of inlay. The surface of one wood was cut in patterns and thin sheets were inserted, just as is now done, except that it was all hand work in ancient times, a saw and a knife being the principal tools used. Homer and Pindar, among the old Greek writers, mention work of that kind. In their opinion, it was very fine, but if it were compared with inlay of the present time, perhaps it would not look so faultless. It is known that the Assyrians and Egyptians worked veneers in the form of inlay as early as 800 or 1000 B. C.

The first authentic and detailed account of the use of veneers in the modern sense of the word, dates from Roman times, and some remarkable stories of cost are told by Pliny and others. The account by Pliny is highly interesting because it goes into particulars, not only with regard to the kinds of wood used, but also concerning the method of doing the work. Pliny had evidently watched the work as it was being done, and he takes pains to mention the importance of having good glue.

ANCIENT VENEER WOODS

Writers in the time of the Caesar furnish pretty full lists of the kinds of woods employed by veneer makers of that period. Some of these woods can be easily identified, while the identity of others is doubtful. The Greeks used ebony, said to have been cut on some of the islands in the Mediterranean region. But if it was ebony, it is pretty certain that it did not grow in the Mediterranean country. Dealers may have bought it there from timber merchants who had imported it from elsewhere.

The Greeks made cypress veneer, and the wood probably came from the adjacent islands or the mainland of Asia. Cedar is listed also, and it was likely the famous cedar of Lebanon, though it is not clear why that wood should be used for artistic effect, for it is about as plain and characterless a wood as can be found anywhere.

Oak veneer was in use by both the Greeks and the Romans. Several species of oak may have been drawn upon, but so far as the Romans were concerned, it is probable that they used some variety of the English or the Austrian oak—both being the same species under different forms, due to climate and situation.

Yew is mentioned as a veneer wood. Its color is tolerably rich and it made attractive inlay. Willow was employed also. Special mention is made of lotus, which is a kind of hackberry found in the south of Europe, in northern Africa, and in Syria. It has no attractive color,

and it is presumed that the white sapwood was used for inlay. They used holly also, which is white. Boxwood, native of the eastern Mediterranean countries, was worked in veneer by the Greeks and Romans. Its color is yellow and the demand for it can be easily understood. This is the wood now so highly prized for rollers of skates, shuttles and measuring rules.

Pliny speaks of veneers made of elder roots. The elder tree of southern Europe and northern Africa, which is the one known to the Romans, is quite different from the worthless elders of the United States. The wood is as hard as hornbeam, yellowish, and takes a fine polish. It is difficult to season, checks and splits badly, but when successfully worked, it presents a fine appearance. Trees attain sizes similar to flowering dogwood in this country. Other woods used were maple, palm, terebinth (a kind of sumac), poplar, and beech. Pliny states that beech veneer was employed in making boxes, but he does not go into particulars regarding the kind of boxes made of veneer. They were probably chests of ornamented finish, for there is no evidence that the Romans used veneer in cheap work as we do now. He further states that beech veneer was employed by desk makers.

VALUABLE "CITRON" VENEER

The most valuable wood known to the Romans was called "citron" by Pliny. Some of the accounts of this wood's great cost seem fabulous, and the modern reader is forced to believe that something is wrong with the figures on the subject which have come down from antiquity. There is likewise considerable doubt as to what tree produced the wood for which rich Romans paid fortunes. It came from the mountains of northern Africa, and some persons have identified it as an evergreen, of either the *arborvitæ* or the cypress genus, but no modern tree with the marvellous figure credited to that ancient tree has been found in Africa or anywhere else. The conclusion is that the Latin writers exaggerated when they wrote their description of the figured veneers which were sold in Italy and elsewhere, and which came from the ranges of the Atlas Mountains.

Cicero is said to have paid \$27,000 for a table veneered with the African wood. Other rich men imported the wood in the rough, and records have been handed down of the prices paid on some occasions. Pliny says they brought the wood from the mountains in the form of "slabs." Perhaps the modern term "flitches" would be a better translation. One such slab was bought by a man named Pollio for \$54,000, while King Juba paid \$65,000 for a slab, and the Cethegi family paid \$75,000.

The value of the wood consisted in its exquisite figure made up of fine lines. The different figures of this wood

had names, such as oak figures have now. Three figures were highly esteemed by the Romans, the "tiger," the "panther" and the "peacock." The figure made up of wavy lines was the tiger, spiral lines were responsible for the panther figure, while lines forming feathers and eyes were the peacock. Furniture makers sold veneered tables of this wood, named according to the prevailing figures. The furniture was known by the animal's name. The purchaser of a "tiger" received a table of the designated pattern. The peacock table was valued more highly than the others.

WHAT THEY CALLED IT

The Roman writers called the process of veneering "xilotarsia," and the finished veneered work "sectiles laminae." It is believed from references by ancient writers, that the veneer workers who made the costly Roman tables were Greeks, and that the art of veneering was carried from Greece to Italy.

It was all handwork, of course. The tools of a carpenter of the time of Cicero were much more crude than the present day tools, but they were sufficient to produce

very fine work. It depended then as now largely upon the skill of the workman. Some of the furniture unearthed at Pompeii would not suffer much in comparison with the best made at the present day at Grand Rapids or Jamestown. But it is unfortunate that none of the fine veneers of which Pliny speaks have been found at Pompeii. It would be interesting to study them to see how they compare with our present work. If further excavations should bring any of them to light, they will be eagerly examined by woodworkers.

ANCIENT TRICKS OF THE TRADE

A little inside information concerning the tricks of the veneer trade have come down from 2,000 years ago. Pliny said the "barbarians" improved the color of citron wood by covering it with wax while green and burying it in the ground. It was next buried in heaps of wheat, for further improvement of the color. Finally, it was soaked in sea water by which it was given the finishing touches, and it was then ready for cutting in the thin slices for gluing upon other woods. The ancients do not appear to have used veneers of cheap wood for panels to be used as cores upon which to glue the costly veneers.

Specialization in Panel Making

Possibilities of Training Men Along Certain Lines to Increase Technical Skill

SEVERAL YEARS AGO a well-known panel manufacturer undertook an experiment which attracted some attention, because it suggested possibilities which had not been worked out before. It involved building an organization to handle each kind of material going through the plant, in order that the peculiarities of each might be studied and met to the best advantage.

Thus this panel man had a separate department devoted to Circassian walnut; another to quartered oak; another to mahogany, etc. From the statement of the case the reader will realize that this was several years before the war started, when Circassian was probably at the crest of its popularity. In fact, the peculiarities of this material, the chance of having to deal with damaged veneers, and the consequent necessity of expert handling, were among the factors which suggested to this manufacturer the creation of the separate departments for this and other woods.

The idea was that here the clipping, taping and matching of the veneers would be handled, and that they would be sent to the general glue-room, as the work from then on was to be purely mechanical. In getting the veneers ready to lay, however, it was believed that those dealing constantly with one kind of wood would develop a technique which would give them a big advantage and would make their services of the utmost value to the plant.

The results of this experiment cannot be stated definitely, for the reason that conditions were altered to such an extent as to make it impossible to complete it along the lines originally outlined by the manufacturer to the writer. In the first place there came a slump in business, with consuming factories using a greatly reduced footage of glued-up material, and with the volume of business going through the panel plant consequently reduced. This continued for so long that it was no longer safe or desirable to pile up stock, and the working force had to be reduced.

That led to a complete reorganization of the plant. The best men from each department were retained, and instead of operating all departments full time all the time, one department at a time was run by a crew which had been organized from the pick of the whole factory. This was easy to accomplish, as a practical operation, as the factory was using electric motors and central station service, and could turn on the juice just in a single department, if this was desired.

The matter of specialization of course went by the boards during this period. It was simply a question of using labor to the best advantage, of holding the desirable workers together during a period of slow trade, and of making the most of a bad situation. Instead of being able to do one thing superlatively well, each man was called on to do many things and do them all well enough to get by. He was supposed to run a machine, handle

a veneer dryer, clip, tape and match, lay the veneers, work with the presses, assist in drying the panels, operate the sander, work in the shipping department—in fact do anything and everything that had to be done to produce the panel from the time the veneers and the lumber for corestock were moved into the plant until the crates were loaded into the freight cars.

After a thorough course along this line, a man could be said to be an expert panel maker, and in fact would come closer to being one than if he had been employed continuously at one operation. From the standpoint of the worker, training of this kind could not be improved upon, since it kept him constantly on the jump, mentally and physically, and prevented him from being stagnated by the monotony of his occupation. An employe going from one department to another, handling all kinds of equipment, all sorts of operations and every variety of wood, naturally picked up information about features of the work which would never have come to him if he had been confined to a single operation or series of operations in one department, and more especially if his experience had been limited to but one wood.

It goes without saying that when men, even picked men, are swung around from one thing to another, they will introduce a lot of unnecessary motions, and do the thing the wrong way a few times. Ultimately, though, they get the swing of it, and use their intelligence enough to discount their lack of experience. But it is evident that looking at it purely from the standpoint of production, the results were not so good as if every department had been manned, as before, with men who were compelled, by the nature of their jobs, to specialize along certain lines.

Then, after the period of dullness referred to, came a reawakening of business. Some of the billions spent by the allies in this country got into trade channels of every kind, rejuvenating the building business, the furniture trade and other lines in which the panel trade is directly interested. Orders for built-up stock began to flow in the direction of the panel factories. The concern referred to got its share of the business, as it was known for the high quality of its product and the reliability of its methods. More men had to be employed. More departments had to be operated simultaneously. The picked men who had made up one crew began to be distributed over the plant, according to evidences of special aptitude which they had given previously.

Some of those who had been working before merely as ordinary hands without special authority were raised to the positions of department heads. Others, because of their obvious cleverness in certain directions, were paid more than the job usually called for. In this part of the experience of the plant, specialization seemed to be justifying itself again, inasmuch as those who had demonstrated their ability to do certain things especially well were given those things to do continuously, and were paid exceptionally well for doing them. And in the organization of the plant specialization necessarily

was carried out as far as practicable, to the extent that there was no switching of labor while business remained good enough to continue all departments under full steam.

Another feature was introduced that knocked the idea of special crews for each wood into the proverbial cocked hat. The war had brought about two changes of importance. One was that Circassian no longer could be had in sufficient quantity to take care of trade requirements, and the other was that American walnut had been adopted by most manufacturers in its place. Instead of working with a finicky, more or less unsound material, which had to be treated gently and coaxed into place, the panel concern was able to treat its walnut operations with no more concern than those involving oak or mahogany. Furthermore, variety was still further brought about by the increasing call for figured gum, so that instead of having but three major divisions of the face veneer work—oak, mahogany and Circassian—the panel manufacturer now had four—oak, mahogany, American walnut and figured gum. That made it seem that to carry out the idea of specialization for the crews handling each wood in preparation for the glue-room it would take four separate units, and this was not practicable.

At last accounts this plant was operating just about as all others are, handling the jobs as they come, and without attempting to specialize any more than is necessary in the run of the work. There is a good deal of this necessary, and the chances are that going a great deal further would not prove a profitable investment of time. But there are some interesting angles to the subject.

"After studying the matter of distributing labor used in the panel plant," said this manufacturer, "I have come to the conclusion that the best specialist is the man who knows all the processes. That is, I don't believe it is a good idea to take a green hand, put him at one job and keep him there the rest of his days; not, at any rate, from his standpoint.

"But our best results have been obtained from men who, during the lean periods which hit the country every so often, have worked all over the plant; who have learned how to handle the material in every process of its manufacture, and who understand just what part is being played by every unit in the organization, personal and mechanical. These men, with a general understanding of the requirements of the business as a whole, handle a particular job with intelligent enthusiasm, and not only are efficient specialists, but are fine material for department heads and important positions throughout the plant.

"It may be, therefore, that the ideal system would be not to specialize, but to institute a system of rotation covering a preliminary or apprentice period in the employment of the individual, after which he might be permanently assigned to one kind of work, with a general understanding of all. I frankly believe that this would tend to solve some rather difficult labor problems, by making for greater satisfaction with the work, and at the same time would make for specialization based on real aptitude and inclination for the job." G. D. C., Jr.

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SAWED VENEER, 1/8", 3/16"
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MILLION feet of SLICED
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Letters from a Panel User

SCRAPING AND SANDING PANELS

Monroe, Mich., Sept. 20.—Scraping and sanding panels are two of the most important machine operations in a panel factory.

The scraping machine should be one of a steady movement in one direction. There is no succession of rapid blows, as delivered by the cutter-head on a planing machine, neither are there any rapidly revolving cylinders. Nevertheless, wherever there is movement, there will be some vibration or tremor, just as there will be friction. You must therefore employ a rigidly built machine, erected upon a good foundation. When so placed, there will be a great improvement in the scraped surfaces.

The importance of setting knives on planer and jointer cylinders is well known, but often this is not considered necessary on scraping machines. The knife stock must be set level with the lower feed rolls. If the knife stock gets out of line, it can be adjusted by placing a straight edge on all four lower rolls and across the knife stock. One can level up by placing a piece of thin paper under the straight edge and over the throat in the knife stock. When the knife stock is brought up so that the paper is lightly held, it is then in the right position.

Always set the knife to take the lightest shaving sufficient to smooth the work. With curly veneers it is necessary to take a very light shaving to avoid tearing out the veneer. If the wood under treatment has hard and soft layers in the grain, the soft layers will be compressed more than the hard, and the shaving will be removed under that condition. The resulting surface, when the pressure is removed, will be more or less wavy. In such a case, light pressure is very necessary.

The scraper should be operated in a good light and every piece closely examined as it comes through.

Fancy woods that have been scraped by machine will finish up much more nicely and retain all their fine markings to better advantage than when scraped by hand. Seemingly the panel manufacturer not employing a scraping machine does not appreciate the advantages and low cost of production of a modern tool. It is evident that where stock is scraped, less sanding will be required. Again, coarse sandpaper is hard on fine fancy woods and only a comparatively fine paper is necessary where the scraping machine has been used.

Belt sanders are a type of machine, the possibilities of which today are barely understood. It is therefore well to get the opinions and kinks of all progressive manufacturers.

The question of the speed of sand belts is very important and is usually overlooked in the average panel or woodworking plant. The number of feet a sand belt should run per minute varies with operating condition, yet under similar average conditions we can be guided safely by what some have experienced. I would suggest that every manufacturer take up the question of belt speed with the manufacturer who supplied the machine.

Our high grade woods are too expensive to allow us to take much of a chance of spoiling veneered mahogany or quartered oak pieces.

Benchmen are necessary, however, and there are many jobs that can be accomplished at a lower expense when machined. It is certainly an unprogressive concern that allows bench workers to do the work supposed to be done on the machine. Some manufacturers may say: "We use boys for this work and don't pay them much money, anyway." This is wrong, absolutely so. I do not care what you pay your hand sanders, you cannot compete in cost with modern machines and you cannot turn out the quantity and quality of the work.

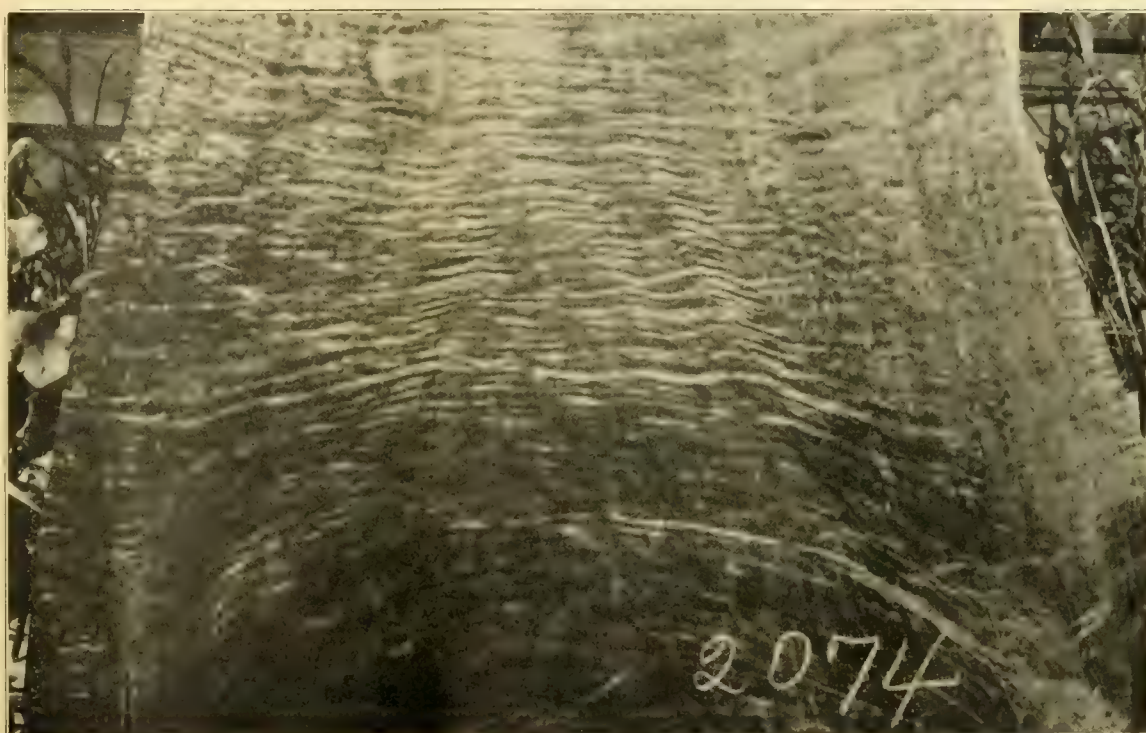
The simplicity and flexibility of belt sanders adapt them to practically all kinds of sanding, fine or coarse. The belt sander proposition is worth investigating. This machine is necessary if you desire to manufacture at the lowest possible cost of production. The combination of the roll feed and endless bed sanders gives by far the most logical solution of the problem of sanding the great bulk of flat surface work.

A. T. DEINZER.

American Walnut Veneer

A Sample Which Shows the Class of Veneer We Handle

Our Efforts Are Centered in Obtaining the Highest Grade of Figured Walnut for Veneer Cutting.



Our customers' often repeated orders prevent us from keeping a large stock on hand, but as we are continually selecting our stock from the large quantity of logs we handle, we always have a nice line of the highest grade to select from.

Our reputation is based on "Quality, not Quantity," in our veneer business

PICKREL WALNUT COMPANY
ST. LOUIS, MISSOURI



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

(Continued from page 23)

says he understands that the railroads are going to single out lumber as the chief commodity to be penalized with higher rates and quoted an official of one of the big railroads as saying that lumber is being thus singled out "because it is one of the chief products handled by the railroads" and "because the tariffs are in such shape that they can be amended with comparative ease."

The association, however, does not propose to sit idly by and see hardwood rates advanced. It has already declared its intention of offering the most vigorous opposition possible, and past experience has proven that it knows something about how to fight. According to Mr. Townshend, lumber interests feel that they are paying all the freight their business will stand under present conditions. This is their principal ground for opposition but no effort is made to conceal resentment over the alleged policy of the roads in singling out lumber for a continuous fight.

Against Poindexter Bill

The Hardwood Manufacturers' Association of the United States has taken a decided stand against the Poindexter bill in the Senate proposing an eight-hour day for the lumber industry. A letter has gone from the executive offices of the association in Cincinnati to its membership urging them to at once address protests against the bill to their representatives in Congress. The letter says:

Hardwood mills are not built to operate on an eight-hour basis, and if such a law be passed present mills will not be able to exist and get a fair return on their investments in mills, lumber, railroad, logging equipment, etc., as their plants and all the equipment would be idle two-thirds of the time.

The Southern Pine Association has taken similar action.

Contracts for Ships

The Southern Hardwood Emergency Bureau has distributed to hardwood mills orders for hardwood for twenty ships. The contracts were awarded by the Emergency Fleet Association and call for oak of different grades and dimensions. The twenty schedules are for the following yards: Potomac Shipbuilding Company, Quantico, Va., seven; Portland Ship Building Company, Portland, Maine, four; York River Ship Building Company, West Point, Va., eight and Freeport Shipbuilding Company, Freeport, Maine, one.

Want to Stop Cross-Town Switching in Memphis

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, says railroad officials at Memphis are discussing the advisability of eliminating all cross-town switching of lumber and other commodities. They say that something like 1000 cars are necessary each month for this cross-town switching and they express the belief that this service could be rendered by trucks, wagons or other vehicles, thus releasing many cars for the public good.

Lumber interests, while anxious to facilitate the railroads in their laudable purpose of improving the general service, are opposed to the elimination of this cross-town switching and will make an effort to resist an order to that effect if the railroads attempt to carry out their plan. It is understood that cross-town switching has already been eliminated at Louisville and that it is under consideration at other points.

Bills for Government Construction of Freight Cars

Lumber interests at Memphis are pleased with advices from Washington indicating that bills have been introduced into both branches of Congress providing for an appropriation of \$100,000,000 to be used by President Wilson in building box cars or other equipment for the use of the railroads. The bill introduced earlier in the session by Senator Hoke Smith, of Georgia, was part of an appropriation measure, it is understood, and was lost. The new bills, however, revive the project.

The idea that the government should build freight cars for the railroads, to be used by the latter on a rental basis, originated with James E. Stark, president of the Southern Hardwood Traffic Association, who was instrumental in securing adoption by the Lumbermen's Club of Memphis of resolutions strongly endorsing this move. The Chamber of Commerce of Memphis later adopted resolutions to the same effect and the subject was put squarely up to the United States Chamber of Commerce for a referendum vote and also to the proper authorities at Washington.

The plan is believed by officials of the Southern Hardwood Traffic Association to be entirely feasible and a long step in the right direction, and they hope the present bills will be enacted into law.

Traffic Association Considers Referendum

The Southern Hardwood Traffic Association is sending out two questions, submitted by the United States Chamber of Commerce, to its members for a referendum vote: Railroad regulation and government control of prices.

Under the head of railroad legislation, the Chamber of Commerce recommends:

That provision be made for federal regulation of the issuance of railroad securities; that Congress pass a general railroad incorporation law under which all railroad carriers subject to the jurisdiction of the Interstate Commerce Commission may organize; that, if Congress passes a railroad incorporation law, all railroad carriers subject to the jurisdiction of the Interstate Commerce Commission, both those now existing and those hereafter to be created, be required to organize under this law, and that, in view of the fact that conflict has arisen with respect to the jurisdiction of the Interstate Commerce Commission over intra-state rates, even though such rates affect interstate commerce, the commission be given authority by statute to regulate intra-state rates when these rates affect interstate commerce.

Under the heading of price control, the chamber recommends:

That there be additional regulation to control prices during the war; that this authority should extend to all articles which have importance in basic industries as well as in war and which enter into the necessities of every day life; that this authority should extend to both raw materials and finished products; that this authority should extend to prices the public pays as well as those paid by the government; that this authority should be administered by a small executive board appointed by the president; also that an agency working in harmony with the board controlling prices should have authority to distribute available supplies to those purchasers whose needs are most directly related to the public welfare and that each leading industry and trade should create a representative committee to represent it in conference and to advise with agencies that control prices and distribution.

The governing board of the association has discussed these subjects but the only point that is clear as to the attitude of the officials of the association is that they will oppose the extension of the jurisdiction of the Interstate Commerce Commission to a point where it will supersede the state authorities in the control of intra-state rates. The fear is felt that, if this extension is granted, it might result in higher rates on bolts, logs, lumber and other rough material. More than a year ago the association took strong ground against the very extension of the jurisdiction of the Interstate Commerce Commission proposed in this referendum.

Series of Lumber Meetings

Announcement has been made by the secretary of the National Lumber Manufacturers' Association of a series of meetings to be held in Chicago, October 9 and 10. These meetings and their purposes were set forth in the form of a program as follows:

There will be a meeting of the trade extension committee of the National Lumber Manufacturers' Association, J. W. Blodgett, chairman, at 10 A. M., October 9, at the La Salle Hotel, Chicago. The object of this meeting is to discuss ways and means of perfecting the federation of all organizations and individuals working for the common cause of promoting the use of wood.

The following organizations are invited to attend this meeting:

1. The trade extension committee of the National Lumber Manufacturers' Association, which includes the chairman of the trade extension committees of the lumber manufacturers' associations throughout the United States.
2. The secretaries of these associations.
3. The presidents and secretaries of the state retailers' associations.
4. The directors of the National Retail Lumber Dealers' Association.

There will be definite plans of cooperation in trade extension work presented. The question of establishing a consumers' paper to promote the use of lumber as proposed by Mr. Hollis will be acted upon together with other suggestions for coordinating the lumber association interests.

Following this meeting on Oct. 9, will be a general conference October 10, 10 A. M., on market conditions in the lumber industry, both as to manufacturing conditions and market outlook in the various productive and marketing regions. This meeting will be conducted by Edward Hines, chairman of the statistics committee. At 2 P. M. there will be a meeting of the directors of the National Lumber Manufacturers' Association at which the work of the legislative committee will be discussed and the organization of this committee and plan of work will be presented by the chairman, Chas. S. Keith.

The representatives of the retail dealers' associations will be invited to confer with the directors of the National Lumber Manufacturers' Association to the end that the plans presented at all these meetings may be put on definite working basis.

On September 8 a meeting was held in Chicago for the purpose of discussing a plan proposed by W. G. Hollis, Minneapolis, to publish a paper or magazine which will promote the use of lumber. Assurance was given Mr. Hollis that funds would be provided for the preliminary expense of issuing the first copy of the proposed publication.

Grand Piano in Red Gum

A baby grand piano, made entirely of red gum, is on exhibition in the windows of the O. K. Houck Piano Company, Memphis, and is attracting unusual attention because of its extreme beauty and artistic finish. It is one of two manufactured by the Brambach Piano Company, New York, N. Y., as a result of the efforts of D. C. Harmon, who is connected with the O. K. Houck Piano Company and who is a great booster of red gum. The latter took the subject up with the manufacturing company and, when he secured the latter's consent, had no difficulty whatever in getting gum veneer manufacturers to supply the necessary material.

Mark P. Campbell, president of the Brambach Piano Company, was so enthusiastic over the beauty of the instruments sent here that he was in Memphis on their arrival. While here he told John M. Pritchard, secretary of the Gum Lumber Manufacturers' Association, that he intended to build 100 of these pianos from gum, and since his return home he has written Secretary Pritchard the following letter:

I regret very much that I did not again have the pleasure of seeing you before leaving Memphis. I wanted very much to go over with you the great possibilities of your gum lumber. I think, however, that the baby grand now on exhibition in your city, made entirely of gum lumber, tells the story more completely than any combination of English words could possibly do.

It might, however, help some puzzled manufacturer who uses quantities of lumber for me to say that I cannot see any possible reason why gum veneers cannot be used as effectively as any other form of veneering provided proper care is taken in the preparation of the wood. That, however, is true of all woods used in any form whatsoever.

As for the finish of gum, I am sure that your association, by reason of its extensive research, is in position to recommend proper materials and the application of them to produce durable finish.

It is my intention to further experiment with your thicker lumber and I will be very glad to report the results to you.

This small grand being the first grand ever made of gum, I am sure that your local newspapers will want to give it proper publicity. I cannot imagine anything more important to the community than to have properly heralded the splendid value of your gum forests.

Fish Tenders National Hardwood Services

The two following letters were recently received by HARDWOOD RECORD, and are published herewith as a matter of news. As they explain themselves, comment on their contents is hardly necessary:

Our attention has been called to an article which appeared in _____ of September 8 as a special telegram from Washington, published under the heading "HARDWOOD MANUFACTURERS CRITICISE GOVERNMENT BULLETIN ON OAK TIMBERS."

Inasmuch as this article is misleading and the statements therein pertaining to the writer's recent visit to Washington are absolutely false, we feel that it is our duty to the entire hardwood trade to place our position with reference to hardwood requirements of the government squarely before every one interested, and accordingly enclose copy of letter written the chairman of the subcommittee on lumber and will thank you to publish this letter together with copy of letter to the chairman of the subcommittee on lumber in the next issue of your valuable journal.

Yours very truly,

THE NATIONAL HARDWOOD LUMBER ASSOCIATION,
Frank F. Fish, Secretary-treasurer.

Copy of letter from Frank F. Fish, secretary-treasurer National Hardwood Lumber Association to R. H. Downman, chairman, subcommittee on lumber, Washington, D. C.

This letter is addressed to you in my capacity as an executive officer of the National Hardwood Lumber Association, an organization with a membership of over 900 firms and corporations engaged in the wholesale production and distribution of hardwood lumber. It is my understanding that you are chairman of a subcommittee duly authorized to assist the government in making purchases of such quantities and kinds of lumber as may be required, at this critical juncture, to efficiently carry out the preparations for war that are now so earnestly engaging the attention of all good Americans.

The purpose of this letter is to unreservedly place at your disposal all the forces of the organization which I represent to the end that the co-operation of the entire hardwood trade may be brought to bear in securing intelligent, prompt and efficient service to the government in obtaining this class of supplies. Through the mediumship of the National Hardwood Lumber Association the entire supply of hardwood lumber in this country can be promptly mobilized, the amount of stock of any given kind of lumber can be ascertained and exact information regarding the supply can be turned in to you without delay. Prices can be co-ordinated thus protecting the government from excessive charges and prompt delivery can be guaranteed.

In addition to these general advantages which this organization is pleased to tender to the government through your committee, this association has a corps of competent hardwood lumber inspectors, numbering forty-eight, located in all of the leading hardwood lumber markets of the country. They are picked men and the best inspectors that can be found in the entire hardwood field. This association offers this entire corps of trained experts to the government to assist in the work of inspecting and measuring any hardwood lumber which the government may purchase at this time. The acceptance of this offer guarantees honest grade and fair count on every purchase that the government may make. We are not asking you to in any way delegate the functions of your committee to this association or to anyone else, but we offer to your committee the co-operation of an organization that stand ready to serve you and serve the country at a time when efficient service is most keenly required.

The writer was in Washington from August 23 to August 30 and endeavored to place this matter before you in person, but unfortunately was unable to do so and is, therefore, obliged to resort to this method to make the tender. I trust that you will receive this communication in the spirit in which it is submitted and that you will see fit to command me and the National Hardwood Lumber Association along the lines suggested above.

National Hardwood Members Invited to Join Hardwood Emergency Bureau

Frank F. Fish, secretary of the National Hardwood Lumber Association, has forwarded to HARDWOOD RECORD the two following letters pertaining to the question of full mobilization of the country's resources in behalf of the war work:

UNITED STATES SHIPPING BOARD EMERGENCY FLEET CORPORATION, WASHINGTON.

September 5, 1917.

Frank F. Fish, Secretary, National Hardwood Lumber Ass'n.,
Chicago, Ill.

Dear Sir:

NATIONAL HARDWOOD ASSOCIATION

Mr. F. B. Lord, assistant to the chairman, advises that you have offered your assistance and that of your organization in furnishing such hardwood lumber as may be required for the use of the Emergency Fleet Corporation.

This is very kind of you and we assure you that we thoroughly appreciate it.

The Southern Hardwood Emergency Bureau, Cincinnati, Ohio, has been formed with a view of bringing the Emergency Fleet Corporation in touch with the manufacturer, as the government feels that the purchase of their requirements through jobbers and wholesalers would bring about a chaotic condition of competition and disorganization of the lumber market as it applies to the producer of this class of material.

We wish to extend to you and all the manufacturing members of your organization a sincere invitation to become members of the Southern Hardwood Emergency Bureau and in doing so they will show a spirit of patriotism and their sincere intention of co-operation.

Very truly yours,

(Signed) Frank B. Browne,
Asst. Gen. Purchasing Officer.

September 12, 1917.

United States Shipping Board, Emergency Fleet Corporation,
Washington, D. C.

Frank B. Browne, Asst. General Purchasing Officer.

Dear Sir:

I have your letter of September 5 and desire to call your attention to the fact that in tendering the co-operation of this association, which I represent, it was not only to assist in the purchase of lumber required for the use of the Emergency Fleet Corporation, but also to assist in the purchase of all other hardwood lumber required by the government, of which the demands of the fleet corporation are only a small part. While the Southern Hardwood Emergency Bureau may be able to render some service in the present situation, it is not bringing the government in touch with all of the hardwood lumbermen who are in a position to serve the government at this time, and therefore I am unable to understand just

why a subscription to that bureau should be regarded by you or by anyone else as a competent test of patriotism.

If anything is required at this time, it is to co-ordinate all business interests in the tasks set before this country, of defeating its enemies, and any attempt made to divide a trade into warring elements and to parcel out the business of the government to a favored faction will ultimately result in a greater degree of chaos than possibly could result from the encouragement of open competition in the markets of this country in the purchase of hardwood lumber or any other commodity.

The sincerity of my intention is evidenced by the fact that I am tendering to the government, *without condition*, the co-operation of an association comprising over 900 firms and corporations of the highest standing in the trade; and the sincerity of your department may well be gauged by whether it accepts or rejects this offer.

Awaiting your further favors, I beg to remain,

Your very truly,

F. F. Fish, Secretary-treasurer.

With the Trade

Will Not Use Full Capacity for Ammunition Containers

In the issue of September 10 HARDWOOD RECORD published an article among Wisconsin news notes stating that the Hardwood Products Company of Neenah had secured a contract for ammunition containers which would require the entire output of the plant for many months. HARDWOOD RECORD has received the following letter from E. D. Beals, president, which corrects the wrong impression given in that item:

In the HARDWOOD RECORD of September 10, page 42, under news items of Wisconsin, we find that you have published a statement concerning our contract for manufacturing munition containers, in which you state that the contract "will require the entire output of the plant for many months." As this statement is entirely incorrect, we trust you will correct same in your next issue.

The contract in question will keep a portion of our plant busy for several months but we will continue manufacturing doors and millwork as heretofore. Anyone reading your article who might be in the market for doors, would naturally assume that we had discontinued the manufacture of doors and would so discontinue sending us their inquiries. You can appreciate that such a news item might do us considerable damage.

White Interests Buy Control of Big Lumber Companies

Current news contains the announcement of the acquiring of controlling interest in the Theodor Kundtz Company, the largest hardwood user in Cleveland, by the White Sewing Machine Company and the White Company, making the White automobile and the White truck, also more or less closely allied with the new White Tractor Company. The Theodor Kundtz Company, the largest woodworking plant in Cleveland, is capitalized at \$2,000,000, and has for many years held contracts from the various White plants for the manufacture of sewing machine cabinets, automobile and truck bodies, and automobile wheels. It is also important as manufacturer of church and school furniture. The main plant of the company is at Winslow and Elm avenues, near the Superior viaduct. There is a second plant at Lakewood, the western suburb of Cleveland.

Theodor Kundtz continues as president of the organization, while W. W. Chase, secretary of the White Sewing Machine Company, becomes vice-president. New directors of the Theodor Kundtz Company are A. S. Rodgers, vice-president of the White Company, and Charles Cosgrove, assistant superintendent. The White Company is incorporated at \$3,000,000 and the White Sewing Machine Company at \$1,235,000.

With the West Virginia Trade

HARDWOOD RECORD has the following letter from W. T. Diggins of Diggins & Holden, operating in the lumber business at Centalla, W. Va.:

The lumber business is very strong now with upward tendency in most all hardwoods. Mine rails, props and ties are in great demand, in fact, everything in the lumber line is hard to purchase, and owing to the labor conditions some of the largest manufactures are cut down in production as enough help cannot be obtained to run the mills, and labor is wanting at least \$3.00 per day. Then the car situation makes deliveries uncertain. Yet there are a number of new concerns starting in this near community. The Central Lumber Company of Burnsville which has been in the planing mill and wholesale business has purchased a tract of timber and has been building a circular mill at Bakers Run. It will start to saw lumber as soon as water can be had. The Thomas & Morton Lumber Company has purchased 1,100 acres of hardwood timberlands on the north side of Elk river at Bakers Run and will have its circular mill ready to start in the next few days. The Davis-Eaken Lumber Company, with large band mill at Skyles, W. Va., has put in a new horizontal band resaw to increase capacity. This company can finish in a year or so, where it is now located and will then move to Centalla to cut a 12,000-acre tract in this section. Two thousand acres of the 12,000 is virgin timber of the finest kind.

A great many of the small mills have been idle owing to the drought but recent heavy rains will enable them to start. A good many of the wholesale lumbermen are catering now to mine timbers and props in the central part of the state. I find that the lumbermen in our section have not gotten in on the government oak orders and I think they have let some good things pass that they could have shared in had they been awake.

Can Supply Lignum-Vitæ

Consul Claude E. Guyant at Barranquilla, Columbia, reports as follows:

A firm in Barranquilla claims to be in position to furnish lignum-vitæ in fairly large lots at a cost of \$12 to \$15 per ton, landed in Barranquilla, the price depending upon the difficulties of transportation. The firm is newly established here. The manager states that he can obtain lignum-vitæ in lots up to 200 tons with three to four weeks' notice, in logs 8" to 12" in diameter cut into 3' or 4' lengths.

It is suggested that if the needs of any American manufacturers are such that they desire to investigate the Colombian source of supply, they might send a representative to Barranquilla to arrange a contract with this firm.

Trimble Company's Bankruptcy

Schedules in bankruptcy filed Tuesday for the Trimble Cypress Company by its president, C. C. Trimble, show that the total liabilities of the concern amount to \$80,790. Of that sum the secured debts for \$46,832, the unsecured \$14,545, those that should be paid by others \$14,000, accommodation paper \$5,430. The assets comprise stocks and bonds amounting to \$40,000 face value, open accounts of \$13,901 and cash \$117. In the secured debts are included \$33,000 due to W. W. Moss, as trustee of the H. H. Hitt Lumber Company, who holds as collateral \$40,000 stock of the Hitt Lumber and Box Company. Other creditors are the Green Lumber Company for \$4,282, C. C. Trimble \$315, J. G. Trimble \$1,757, the Dexter Lumber Company of Norwood \$1,780, Lobnitz Company of Norwood \$589, Hyde Company of South Bend \$654.

Hurry-Up Table Order

The Cadillac Cabinet and Construction Company, Cadillac, Mich., recently secured an order from the government for 6,000 army mess tables to be completed within six weeks. The tables are to be made of any Michigan hardwood. They are to be two feet in width, seven feet six inches in length and of standard table height. The construction company will immediately add to its force of workmen and will be forced to operate day and night to complete the contract within the specified time.

Hardwood Mill for Bogalusa

A new hardwood mill and a by-products plant probably will be erected this winter by the Great Southern Lumber Company at Bogalusa, La. Arrangements to this end practically have been completed, but a formal ratification of the project is expected to take place at the meeting of the board of directors in Bogalusa, October 15.

Adding More Floor Space

The Tannewite Works, of which Carl E. Tannewite is manager, Grand Rapids, Mich., have added a three story building to their factory south of their present site. This gives a total frontage of 300 feet. This establishment manufactures woodworking machinery.

Demsey Becomes Secretary Priorities Board

Raymond T. Demsey, secretary of the Long-Bell Lumber Company, Kansas City, Mo., has been called into the service of the government as executive secretary to the Priorities Board, one of the units of the Council of National Defense.

The Priorities Board is headed by Judge Robert S. Lovett, former chairman of the board of the Union Pacific Railroad. The other members of the board are Edwin B. Parker, of the law firm of Baker, Botts, Parker & Garwood, Houston, Tex.; J. L. Replogle, formerly president of the Republic Steel Company; J. R. Armsby of the Consolidated Canning Industries; Major General Aleshire of the United States Army; Rear Admiral Zane and Rear Admiral Mason of the United States Navy. The board was created under the so-called Priority bill, recently enacted, and will control the production and movement of raw materials and manufactured articles throughout the country for the purpose of expediting delivery of arms, ammunition, equipment and supplies for the United States as well as for its allies.

Mr. Demsey has been appointed to serve without pay and at his own expense for the duration of the war. The Long-Bell Lumber Company has granted him indefinite leave of absence. He is thirty-six years old and has been connected with the Long-Bell Lumber Company for the past fourteen years.

W. C. Calhoun's Tragic Death

The trade was shocked last week to learn of the tragic death on Sunday, September 16, of W. C. Calhoun of the Frost's Veneer Seating Company, Sheboygan, Wis.

Mr. Calhoun was drowned at the mouth of the St. Joseph river at Benton Harbor, Mich. He was one of a party of eight people which had left Benton Harbor in the afternoon. The large launch in which they were cruising had a row boat in tow. As the rope attached to this boat was too long, Mr. Calhoun stepped onto the cushions and taking hold of it started to pull the row boat closer to the launch. The launch at this time ran into a trough of the waves and Mr. Calhoun lost his balance and pitched forward. It was noted when the body was recovered that two ribs had been fractured and that he seemed to have suffered bruises which indicated that he had struck the row boat in falling, thus being rendered unconscious. He sank immediately and the body was not recovered for an hour.

The funeral was held at Sheboygan from Mr. Calhoun's late home on Wednesday morning, September 20. Brief church services were conducted at the home and the Elks' burial services were given at the grave.

Mr. Calhoun was highly esteemed not only in his home city but throughout the entire trade. He was born at St. Johns, N. B., September 8, 1885. He came to this country when a young man and being an expert millwright, supervised the construction of the big Frost's Veneer Seating Company plant at Sheboygan in 1884. He later built a plant for the company at Antigo.

Until the death of the late George Frost in 1912, Mr. Calhoun had been superintendent and general manager of both plants, but since that date he has been president and treasurer of the company.

Mr. Calhoun's death was antedated by that of his wife by five months. He is survived by one sister and three sons, all of them prominent in Wisconsin business circles. One daughter, who resides at Sheboygan, also survives.

Claude E. Maley

Claude E. Maley, member of Maley & Wertz, hardwood lumber manufacturers at Evansville, Ind., and who was interested in many other large industries in that city as well as in other cities, died on Friday, September 14, at Swampscott, Mass., where he had been spending the summer with his family. Mr. Maley had not been in good health for the past year and his death was due to ulcer of the stomach.

Mr. Maley was forty-one years old and was one of the best-known hardwood lumber manufacturers in Indiana. He was born and reared at Edinburg, Ind., being the son of the late Henry Maley of that place, who was for years one of the leading lumber manufacturers of southern Indiana. About twenty years ago Mr. Maley went to Evansville and with Frank May established the Maley & May sawmill. Later he sold the interest in this company to his brother, Charles, and to his father and became a member of the firm of Maley & Wertz. Mr. Maley was vice-president of the Wertz-Klamer Furniture Company, a director in the Citizens' National bank, the Klamer-Goebel Furniture Company and the O. A. Klamer Furniture Company, all in Evansville. He was also interested in the firm of D. R. Webb Company, Inc., manufacturers of veneer at Edinburg, Ind., Daniel Wertz & Co. at Grammer, Ind., and Maley & Wertz, lumber manufacturers at Vincennes, Ind. He was also president of the Maley Lumber & Land Company. This company, which has its headquarters in Evansville, owns large timbered tracts in Mississippi.

Mr. Maley was one of the charter members of the Evansville Lumber-



R. T. DEMSEY, SECRETARY PRIORITIES BOARD.



THE LATE W. C. CALHOUN, SHEBOYGAN, WIS.



THE LATE CLAUDE MALEY, EVANSVILLE, IND.

men's Club and took a great interest in its welfare. At one time Mr. Maley was treasurer of the National Hardwood Lumber Association. He was also a member of several other associations and was a firm believer in association work. He belonged to several clubs in Evansville and was a thirty-second degree Mason and Shriner. He was a clean-cut, honorable, genial, affable man and his death was a shock to his many friends.

The funeral of Mr. Maley took place at his birthplace and former home at Edinburg, Ind., on September 18, and the services were largely attended. The lumbermen's club sent a handsome floral design. Mr. Maley is survived by his widow, one son, Henry, who is attending the Culver military school at Culver, Ind., and one daughter, Margaret. He is also survived by one brother, Charles Maley, who is engaged in the lumber business at Jackson, Miss., and by two sisters, Mrs. Frank M. Cutsinger, Evansville, and Mrs. John Graham of Edinburg, Ind.

William Reinhart Chivvis

William Reinhart Chivvis, one of the best-known and liked lumbermen in St. Louis, died recently. He was fifty-nine years old, and was the general manager of the Chivvis Wholesale and Retail Lumber Company. His death was due to a complication of diseases.

Mr. Chivvis was born in Memphis, Tenn., on June 3, 1858. He came to St. Louis in 1876 and began his lumber career on October 1, 1883, as a bookkeeper for Liebke & Sohrage, lumber manufacturers. Later he was made secretary of the firm. In 1901 he entered the lumber business for himself, making a specialty of hardwood.

He was a member of the Lumbermen's Exchange of St. Louis and a member of the First Congregational Church.

He leaves a widow, Mrs. W. R. Chivvis, former state president of the Federated Women's Clubs of Missouri, now a director in the national organization; a daughter, Miss Ruth Chivvis and two sons, Leland and Norman.

The funeral took place from the family residence to Bellefontaine cemetery.

Otto B. Joerns

Otto B. Joerns, secretary and treasurer of the Joerns Bros. Manufacturing Company, Stevens Point, Wis., and almost a lifelong resident of Sheboygan, Wis., died at Denver, Colo., on September 15, after a long illness from heart trouble, which was accentuated in February last by the total destruction of the Joerns furniture factory in Sheboygan by fire, entailing a loss of \$100,000. The Joerns company concentrated its activities at Stevens Point following the fire, and only a short time ago Mr. Joerns and his family moved to that city. His condition became serious in July and he went to Denver to recuperate. He returned in August much improved, but suffered a relapse and again went to Colorado, in company with his son, Oliver, but two days after reaching Denver his death ensued. Mr. Joerns was one of the most prominent citizens of Sheboygan and served as mayor in 1915-1916. He was a past master of Sheboygan Lodge, F. & A. M., which conducted the funeral on Sept. 20.

More Handles for Fly Swatters

The Hoagland Manufacturing Company, Waupaca, Wis., maker of wood working novelties is erecting an addition to its plant in that city, which will practically double its capacity, and enable it to fill all orders promptly and to increase the number of its specialties. The building will be 20x66 feet besides a new sawmill shed and much new machinery will be added and a new engine which will greatly increase the power. The company has been making handles for fly swatters, and the orders for these are large now, though the outbreak of the war last April, affected the demand for a time. It is expected to have the new buildings ready for operation by the first of the year.

Pertinent Information

Ask for Reopening Buffalo Transit Case

A second amended petition for the division of through rates on transit lumber has been filed with the Interstate Commerce Commission by D. P. Connell, T. H. Burgess and H. D. Palmer, attorneys for eastern and northern railroads, in the case of the Buffalo Lumber Exchange et al. against the Alabama Central Railway Company et al.

The petition states that following the commission's decision in the Buffalo lumber transit case tariffs were filed and rates put into effect as ordered by the commission, which involve the application of the through rate from point of origin of hardwood lumber to the point of destination, but in doing so, according to the petition, the southern and western railroad lines declined to assume any portion of the cost of transit service at Buffalo.

The petition says that the western and southern lines refuse to accept as their divisions of the rates any less than their divisions on lumber shipment to the transit points, which include, besides Buffalo, North Tonawanda and Black Rock and East Buffalo, although those divisions are much greater than the southern and western lines except on the same kind of lumber consigned through from the same points of origin to the same destinations without the transit privilege.

This attitude of the southern and western carriers, it is said in the petition, causes a loss of revenue to the petitioners, who ask the commission to reopen the case and fix the divisions of the southern and western

lines, since the latter decline absolutely to reach an agreement with the northern and eastern lines, which have sought to negotiate with them through the chairmen of the respective associations of southern and western carriers.

New Bill on Eight-Hour Law

Senator Jones and Representative Hadley of Washington will this week introduce in Congress a bill to force an eight-hour day in the lumber business of the entire country by forbidding the transportation or shipment in interstate commerce or foreign commerce of lumber and other products of lumber mills and similar establishments which do not practice the eight-hour day as affecting their employees.

These Washington statesmen take the view that Senator Poindexter's bill recently introduced, which provides that all lumber mills, logging camps and woodworking establishments which send their products into interstate and foreign commerce shall not work their employes over eight hours per day, is not constitutional.

The Jones-Hadley method is the indirect method of reaching the same result. Their bill is modeled after the child labor bill that became a law a year or two ago, and also after several other bills pending in Congress advocated by organized labor and sociological workers.

Both the Jones-Hadley and the Poindexter bills were the outgrowth of the agitation among lumber workers, especially in the West, for an eight-hour day. Western lumbermen agreed to the proposition if it were made nationwide, so that competing lumbermen of other sections would be put on the same basis. The eight-hour proposition has not been received with favor in the South.

Export Lumber at Baltimore Finally Released

After months of effort, Harvey M. Dickson, secretary of the National Lumber Exporters' Association, working in conjunction with other officers of the organization, has succeeded in getting the consent of the British government to send forward the fifty-seven cars of hardwoods which have been held up at Atlantic ports ever since March, 1916, by the British order in council issued at that time. The final arrangements for the releasing of these shipments were completed Sept. 11. The cars in question were started on orders placed prior to the issuance of the British order in council, which became effective March 25, 1916. Some of the cars were started on through bills of lading and others on local bills of lading "for export," which made them virtually through shipments. As they happened to arrive at the seaboard a day or two later than the date when the order took effect, the steamship companies refused to receive them, and they have been held up in port ever since, accumulating charges. For a long time the British authorities refused to consider any proposition to release the shipments, standing on the strict letter of the order. Last June it was reported that permission to ship the cars in question might be obtained if the shippers would send documents showing conclusively that the shipments were sent on their way prior to the time the order in council took effect and that the shipments were made on orders, submitting full data of the transactions. This has since been done, with the result stated. Mr. Dickson and the others who interested themselves in the matter are consequently much gratified, and the shippers in question are relieved of a source of heavy expense. The quantity of lumber thus released is almost 1,000,000 feet, a very important item these days, when the forwardings have dwindled to wholly insignificant proportions.

Of importance in connection with the subject of exports is a movement inaugurated among the exporters of Baltimore to secure the location in this city of a branch office of the Exports Administrative Board. At present, if an exporter wants to obtain a license to make a shipment, he must go to Washington, which is not a port at all, thus being put to expense and loss of time which would be avoided if Baltimore had a branch office. All of the exporters may be expected to unite in the effort to have Baltimore placed on equality with such ports as New York, Philadelphia, and Galveston, which have already obtained branch offices, and with Norfolk, Savannah, New Orleans and the Western coast, where offices are to be established.

Lumbermen Do Not Favor Storage of Government Lumber

The establishment of a big quartermasters' depot at Mobile, Ala., to contain large stocks of materials necessary for army uses, including from 50,000,000 to 500,000,000 feet of timber, has been proposed by officers of the war department, it is learned. At the same time it is learned that the committee on lumber of the Council of National Defense, being asked about the matter, has decided against the proposition and so recommended to the government. It is thought that this recommendation will prevail, but the matter has not been finally decided.

Practical lumbermen are opposed to the plan of the war department because they say that timber is generally not cut until ordered, and that orders are for many different sizes. It is said that it would be impracticable to keep a stock of all probable sizes that would be needed on hand constantly and that it would be impossible to tell in advance how much and what kind of timber the army in France will need.

Furthermore, it is argued, the accumulation of large supplies of timber by the war department would tend to interfere with the efforts of the mills to get out the timber required for wooden ships. Lumbermen also say that timber readily deteriorates when stacked and that the government would soon have on hand in its proposed depot a lot of worthless stuff and

would meanwhile have to take large risks on insurance and pay heavy rental for ground.

The war department expects a big demand for timber from the American expeditionary forces. Recently the lumber committee handled a requisition from the war department for a lot of bridge stringers 8 by 16 inches wanted in building transportation lines for Gen. Pershing's forces. This was the third order of consequence for lumber or timber from Pershing, the first being for wharf material and the second for material for a cold storage plant.

As the demand for timber grows for shipbuilding and for army uses it is thought by some lumbermen that it may be necessary to get some body, perhaps the lumber committee or Judge Lovett, the priority commissioner on the War Industries Board, to pass upon the question which branch of the government shall have its order filled first. At the same time it is stated that there has been no conflict yet between the departments.

Another suggestion heard in well informed circles is that it may be necessary to limit the private use of timbers in order to insure the government's getting what it needs for various purposes. Eventually it may be necessary, it is said, for some government authority to say whether private timber orders may be filled or whether shipments under the same may be made. However, it is said that this is not contemplated immediately.

In view of the efforts of southern pine interests to obtain higher prices for their timber for shipbuilding, it is reported that western lumber interests will likewise seek an increase in their price of \$35 for wooden ship material.

Suspends Veneer Rate Increase

By an order issued recently the Interstate Commerce Commission has suspended until January 18, 1918, certain provisions in tariff I. C. C. No. 3885 of the Soo Line proposing to cancel a 12 cent carload commodity rate on birdseye maple veneer between Chicago and Escanaba, Mich. The cancellation would have had the effect of substituting a class rate of 22 cents per 100 pounds.

Another order issued by the commission also suspends until January 18 a number of provisions in tariffs of the Soo Line, Northern Pacific and Great Northern railroads which provide for increased rates on wooden pails and tubs in straight or mixed carloads between points located on their lines. The carriers proposed to substitute Class C rating for Class D rating, which would mean an increase from 4 to 7.5 cents per 100 pounds in the rates.

Handle 23 Per Cent More Traffic With 3 Per Cent More Cars

"Operating statistics for the month of June for railways having a total of 196,131 miles of line, which are just available, show a remarkable increase in operating efficiency as compared with June, 1916," says the *Railway Age Gazette*. "The revenue freight ton mileage of these roads was 23 per cent greater than it was in June of last year; and they handled this largely increased business with but one-tenth of 1 per cent more miles of line, 1.8 per cent more freight locomotives and 3.2 per cent more freight cars than they had last year. Perhaps what this really means can be best indicated by showing what were the increases in ton miles of freight per mile of line, per freight locomotive and per freight car.

"The increase in freight traffic in the country as a whole per mile of line was 23 per cent; per freight locomotive, 21 per cent; and per freight car, 19.6 per cent. The increase in freight car efficiency was partly due to an increase in the average miles moved by each car daily from 27.3 to 29.1 miles; partly to an increase in the average load of loaded cars from 25.2 to 27.9 tons. The average miles made per locomotive per day increased from 65 to almost 78; the average tons per train from 642 to 715.

"Relatively the largest increase in traffic took place in western territory, the total ton mileage in that territory exceeding that of June, 1916, by almost 33 per cent. This is reflected in the statistics of operating efficiency. The increase in traffic handled per mile of line in that territory was 32.7 per cent; per freight locomotive, 29.9 per cent, and per freight car, 26.6 per cent."

Building Permits for August

The United States government is not required to obtain a municipal building permit before it proceeds to erect a structure within the limits of a city. It is superior to the local authorities. Moreover, a large percentage of the construction work now under way is outside of city and town boundaries. These preliminary statements are made to explain away in part the unfavorable building reports for August. The explanation is perfectly valid.

The official figures of building permits, issued in 114 cities, as received by the *American Contractor*, Chicago, total \$49,118,123, against \$73,614,908 for August, last year, a decrease of 33 per cent. This is not an excessive decrease, as things have been going of late. Activities for the first quarter of the year were very close to the first quarter of 1916. April showed a decrease of 8 per cent, which increased to 34 per cent in May and June. The shrinkage for July increased to 49 per cent, due to abnormal permit-seeking conditions in New York City during July, 1916. And August returns to about the same pace as that recorded for May and June, which is practically a two-thirds activity.

These figures, as stated above, are exclusively for construction work to be carried on within city limits. Up to within the past several months or until the United States entered the war, city construction was typical of that for the nation, for growth was centered mainly in the cities. But the war has carried construction work to the country. Not only is this true of the great army cantonments that have arisen as if by magic within the past several months, but the new or stimulated war industries are also

being perfected very extensively beyond the borders of municipalities. Witness the big ship yards, munition factories, and other important industries that are under rapid construction in unsettled districts. This, in itself, has served to deaden the construction work in the cities temporarily, for many thousands of workmen and others have been drained from the cities, thereby reducing the construction necessities of the cities.

The city constructional relaxation, however, is not complete. There are a few lively exhibits. Of the 114 cities included in the appended table, 29 show an increase, a few of them notable ones. Thus, New Bedford, Mass., shows an increase of 518 per cent; Wilmington, Del., 121 per cent; Wichita, Kans., 120 per cent; Atlantic City, 171 per cent; Atlanta, Ga., 98 per cent. In most instances special causes can be traced, however, for the increase.

The total number of permits, issued in these 114 cities for August, was 18,894, compared with 26,804 for August, last year, a decrease of about 30 per cent, or practically the same as the decrease in the estimated costs.

Whole Resources Needed for the Cause

"All the nation's resources—materials, food supplies, lumber, metal, and man power—are needed," says the Chamber of Commerce of the United States in an appeal to its members and to the business world of America generally to organize, mobilize, economize, and work hard for the success of the cause of the United States and its allies in Armageddon.

The national chamber points out that the government needs business and business needs the government and that now is the time to prove that business is a friend of the public and to obtain a fair deal for the business world.

American Hardwoods in England

American hardwoods can now be admitted into England only under license, and that means so much red tape that few people on this side care to go to the trouble of sending cargoes. Some of our woods which formerly had larger sales there, are now of little importance in that country. The latest list of Edward Chaloner & Co. of Liverpool gives the situation of several American woods, as follows:

Oak—No arrivals during the past month, and the consumption has been 1,000 cubic feet of planks. Stocks consist of 9,000 cubic feet of planks. Elm—No import during the past month, and there is not any stock. Ash—No import or consumption during the past month. Shipments would command high prices.

Walnut—Shipments would obtain high prices. Gum—There are inquiries for boards of all grades and high prices would be obtained.

Yellow poplar—High prices would be obtained for good logs and boards.

Birch—Imports and consumption during the past month have been 1,000 cubic feet. Prices for logs and planks are high.

Hickory—There is good inquiry for fresh, prime wood.

Excelsior Machines in Switzerland

Excelsior machines now in use in Switzerland are nearly all of German make. They are clumsy and slow, and there should be a market in that country for the high-class American excelsior cutters. The end of the war ought to see some machines from this country in operation there.

Hardwood News Notes

< MISCELLANEOUS >

The Virginia Hardwood Lumber Company, Waitesville, W. Va., has assigned.

The Knoxville Table & Chair Company, Knoxville, Tenn., has increased its capital from \$50,000 to \$100,000.

The Tony Wedges Furniture Works, Roundup, Mont., were destroyed by fire.

The L. H. & D. Fibre Furniture Company has incorporated at Grand Rapids, Mich., at \$5,000.

The Harriman Hardwood Lumber Company located at Harriman, Tenn., has changed its name to the Enright Lumber & Coal Company.

At Wilmington, N. C., the Cape Fear Ship Yards Company has been incorporated.

C. D. Le Master has been appointed receiver for the Mechanics Planing Mill Company, Fresno, Cal.

Retaining the same name, the St. Louis Box Factory, St. Louis, Mo., has incorporated with a capital of \$40,000.

The death is announced of Horace A. Reeves, Jr., who for years has been wholesaling in pine and hardwood lumber with offices at 402 Crozer building, Philadelphia, Pa.

Fire losses have been sustained by the Mooresville Furniture Company, Mooresville, N. C., and by the George E. Ratbiel Manufacturing Company, St. Louis, Mo.

Recently incorporated concerns are: the Forester, Harvie Lumber Company, Whitesburg, Ky., capital, \$20,000; the Lee Furniture Manufacturing Company, Memphis, Tenn.; the King & Winge Shipbuilding Company, Seattle, Wash., with a capital of \$60,000; and the Holland Ladder & Manufacturing Company, Holland, Mich.

The business conducted heretofore under the style of the One Minute Washer Company, El Reno, Okla., is now the Morris Manufacturing Company.

H. Corwin, Jr., president and treasurer of the Branning Manufacturing Company, Edenton, N. C., has resigned.

An involuntary petition in bankruptcy has been filed by the Model Incubator Company, Buffalo, N. Y.

The capital of the Brown-Hawkins Lumber Company, Detroit, Mich., has been increased to \$60,000.

The Fullerton-Powell Hardwood Lumber Company, with headquarters at South Bend, Ind., has succeeded the Central Lumber Company at Rochester, Ind.

The Riggs-Terrell Lumber Company at New Orleans, La., has recently reorganized.

Capitalized at \$50,000, the Kanawha Building & Construction Company has been incorporated at Charleston, W. Va.

The Helena Veneer Company has sold out its holdings at Helena, Ark., to the Chicago Mill & Lumber Company.

The White Oak Veneer & Lumber Company, Kingsport, Tenn., has sustained a loss by fire reported at \$50,000, partially insured.

CHICAGO

The Continental Box Company has filed an involuntary petition in bankruptcy.

The Streater Car Company and the Maurice Tauber Company have both been incorporated at Chicago, as had also the Universal Window Frame Company.

The August edition of the "Red Book" published by the Lumbermen's Credit Association, Transportation building, City, of which William L. Clancy is at the head, is off the press and has been delivered to its subscribers.

F. B. Lane, manager of the Grand Rapids office of the C. C. Mengel & Bro. Company, Louisville, Ky., passed through Chicago a week ago on his way home from the latter point. He says he can sell all the mahogany that this company can get out.

W. H. Dick, Tallahatchie Lumber Company, Philipp, Miss., paused for a day in Chicago on his way North to bring back his family who have been spending some time at a Wisconsin resort. Mr. Dick says he is so busy these days that he wouldn't have time to stay long enough even to catch a few fish. He deplored the evidence of cold feet which some of the big hardwood companies have been showing in their prices and said he is having no trouble in getting full list for his lumber.

James E. Stark of James E. Stark & Co., Memphis, shipped his automobile back from Memphis about a week ago. Mr. Stark's family has been spending part of the summer season at the Edgewater Beach Hotel, Chicago, and Mr. Stark has been dividing his time between his family and his business at Memphis.

John Fountain, representative of the Turtle Lake Lumber Company in this territory, recently returned from an extended trip East where he found conditions very good.

F. L. Zaugg, vice president and manager of the Wisconsin Cabinet and Panel Company, New London, Wis., was in Chicago last week accompanied by Mrs. Zaugg. He states that his company is kept busy handling regular business in addition to the tremendous output of cabinets for the Edison phonograph. Mr. Zaugg made the interesting statement that the Edison company expects to have released shortly 20,000 carats of diamonds which have been held up in London since the beginning of the war. These are used in the sound transmitter of the Edison machine.

J. P. Vestal of the Vestal Lumber & Manufacturing Company, Knoxville, Tenn., had a busy two-days' trip to Chicago last week endeavoring to locate two or three logging cars which were ordered some time ago for delivery to the company's big new mill at Fonde, Ky. He says that business is booming in his country.

J. W. Donaldson of the Vail Cooperage Company, Fort Wayne, Ind., was in town the latter part of last week for a brief visit. He says that the company's big band mill in Arkansas is operating on regular shift and is turning out a substantial amount of hardwood lumber every day. The company uses only butt logs in gum for the sawmill, the remainder of the trees going into its extensive cooperage factories.

R. B. Goodman of the Goodman Lumber Company, Goodman, Wis., passed through Chicago last week on his way home from a trip East, being a speaker at the National Safety Council, New York.

Among prominent northern visitors are Charles Gill of the Gill-Andrews Lumber Company, Wausau, Wis., and Charles J. Kinzel, president of the Kinzel Lumber Company, Merrill, Wis.

W. H. Russe of the Memphis firm Russe & Burgess, Inc., passed through Chicago last week on his way to the East.

BUFFALO

The A. J. Chestnut Lumber Company is selling quite largely to its holdings of hardwood timber, having lately bought several million feet of it in the Catskill region. The company's new mill at Canadea, in the Genesee valley, is now running, and is equipped with a warm pond for winter operation. New York state hardwoods, such as ash and maple, are good sellers these days, and hemlock is now high-priced enough to take rank along with them.

Hardwood men are interested in observing the strong campaign which their associate, A. J. Elias, is putting up for the nomination as mayor of the city at the fall election. Mr. Elias has filed his petition to run in

the primaries and it contains about 8,000 names. He has also opened a campaign headquarters in the former Third National Bank building, at Main and Swan streets, and has done some speech-making. He promises to be a reform mayor, if elected, and says there should be lower prices for light, power and other necessities. The present mayor and a Republican candidate are also in the field for a nomination.

Local building figures are not making a favorable comparison with the record of last year and September totals will not be large, from the present outlook.

One of the best known lumbermen of this section, John S. Noyes, died at his home here, September 7, at the age of eighty-six years. He was for years the dean of the industry and his home was a welcome spot for members of the hardwood trade, who made it a point to pay their respects to him regularly during his declining days. Up to last January the lumbermen had for several years gathered at Major Noyes's to celebrate the coming of the new year. He had a long career in the lumber trade here, having been early interested in the shipping of stock down the Great Lakes, afterwards becoming head of the firm of Noyes & Sawyer. He was president of the Buffalo Lumber Exchange in 1901 and 1902 and for fifty years had been a member of the Buffalo Club. He is survived by his wife and daughter, Mrs. Henry W. Sprague.

PITTSBURGH

The Shreve Chair Company of Union City, Pa., has bought thirty-three acres of hardwood timber known as the Hart tract, near Sherman, N. Y., and will cut it off at once to make stock for its chair factory.

Pittsburgh bank deposits climbed away over the previous record, according to the call of September 11, which showed about \$376,000,000 on deposit. This shows an increase of \$21,000,000 over the call of June 20, 1917.

E. V. Babcock of the Babcock Lumber Company won out yesterday in the non-partisan primaries as a candidate for mayor, having a clean lead of over 5,000 votes over the nearest competitor.

The Frampton-Poster Lumber Company announces that its hardest work at present is to keep from taking orders. This applies especially to oak, as its demand for structural oak and car material is very heavy.

The Indian Creek Valley Lumber Company is a new wholesale concern at Uniontown, Pa., organized by Howard I. Fisher, A. P. Doorley and J. J. Daugherty of that city.

H. E. Ast, manager of the Mutual Lumber Company, has within the past month taken three big orders for railroad hardwood stocks to be delivered on government contracts in Canada. He reports that he could have sold much more of these stocks if he had had the lumber available.

The J. C. Cottrell Lumber Company is doing a very nice business in hardwoods, especially in mining stocks. Its chief trouble is in getting enough oak timber to supply the demand and in getting cars quickly enough for delivery.

The Jennison-Wright Company is a new concern at 501 Keystone building, Pittsburgh, with S. C. Conway as manager. The company will do a general business in handling all kinds of creosoted timbers and ties, especially in creosoted blocks for warehouse and other floors. The company has two big factories, at Toledo, O., and Granite City, Ill.

The Tionesta Lumber Company, with headquarters in the First National Bank building, announces a good gain in business every month. August was much the best month in shipments in the company's history. Its trade in hardwoods is very good and shows that demand is firm and prices high.

The Johnston-Davies Lumber Company will shortly start another new hardwood operation in Butler county, Pa. Its chief demand at present is for oak for structural material and for medium-grade hardwoods for mining uses.

The Aberdeen Lumber Company looks for a fairly brisk demand this fall for gum and cottonwood, especially for use by implement and vehicle manufacturers. The tremendous prosperity now existing among farmers makes it sure that the implement manufacturers are going to have a big trade the coming winter and spring, and they are already looking for stocks to cover their needs.

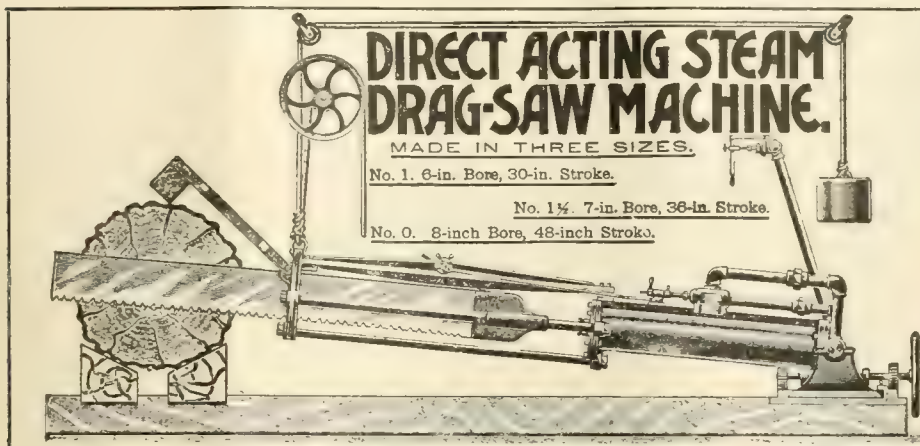
E. H. Stoner of the West Penn Lumber Company reports business very fair in all lines, with a tendency toward advancing prices. The big demand for mining stocks is a feature of the situation at present.

BOSTON

Confidence in the future commercial conditions of New England is shown in the organization of a number of new lumber firms, the most important being: Norwich Woodworking Company, Norwich, Conn., for \$500,000; the Frontier Lumber Company, Derby Line, Vt., for \$50,000; the Bay State Construction Company, Portland, Me., for \$20,000; the M. B. Wadleigh Company, Bangor, Me., for \$10,000; and the United Lumber & Supply Company at Derby, Conn. Large additions to plants are also being made by the Lawrence Lumber Company, Lawrence, Mass., and the Washburn & Heywood Chair Company, Erving, Mass.

Charles S. Wentworth of Boston, recently appointed major in the national army, has been attached to the ammunition train and is now stationed at Camp Devens, Ayer, Mass. The building construction of the cantonment at this point is practically completed although several weeks more of road building and minor fitting remain to be done.

Several lumber embargoes are now hampering the shipment of hard-



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woods from the South and West to New England, but the progress of work on the new distributing yard of the N. Y., N. H. & H. R. R., outside of Providence, is expected to enlarge that road's capacity sufficiently to give substantial relief.

Wm. E. Litchfield, the Boston hardwood dealer, has been appointed delegate from the Boston Chamber of Commerce to the convention of national industries at Atlantic City for the adoption of policies by all commercial factors in the country to aid war measures.

← BALTIMORE →

Among the members of the lumber trade from this city who have undertaken to "do their bit" in the war of the United States against Germany is G. L. Wood, general manager of the R. E. Wood Lumber Company. G. L. Wood has been commissioned a major of one of the regiments of foresters being raised for service back of the front in France. He is a practical lumberman, familiar with all of the details of the business, from the work of felling the trees to sawmill operations and even the distribution of the product, and his services are therefore certain to prove of great value in France, where the cutting and manufacture of lumber is an increasingly important detail back of the fighting lines, and where timbers for mining and lumber for a variety of purposes is to be gotten out.

E. Stringer Boggess, Charleston, W. Va., at one time Snark of the Universe, Concatenated Order of Hoo Hoo, was a recent Baltimore visitor. His old friends were glad to learn that he has successfully worked out of the financial difficulties in which he became involved about two years ago, and is once more successfully engaged in the export trade, doing a good business.

The ordering into camp at Anniston, Ala., of all of the units of the federalized Maryland National Guard last Sunday, has resulted in the departure from the city of Charles M. Buchanan, a young hardwood man, who became a member of Battery A, Light Artillery, at the time this command was organized last year. Mr. Buchanan has of late for some time represented the interests of William Whitmer & Sons at Baltimore, and is well known in the trade.

Another recent visitor was Mr. Kosse of the Kosse, Shoe & Schleyer Company, Cincinnati. Mr. Kosse conferred with Harvey M. Dickson in regard to some shipments in New York, and also looked in at the branch office of his firm in the Law building. The firm, which makes a specialty of walnut exports, has a distributing yard in southwest Baltimore also.

← COLUMBUS →

The Farm and Timber Company, Cuyahoga Falls, O., has been incorporated with a capital of \$10,000 to deal in lumber. The incorporators are T. A. Steele, W. H. Schnabel, F. R. Steele, R. M. Wilhelm and Charles McCluskey.

F. B. Pryor of the sales department of the W. M. Ritter Lumber Company was married recently to Miss Ruth Cleveland Kinsey, daughter of Mr. and Mrs. William Russell Kinsey of Roanoke, Va. After the wedding trip the couple will be at home at 869 Franklin avenue, Columbus.

It has been announced that because of the reorganization of the American army on the basis of the French and British forces, it will be necessary to reconstruct a portion of the buildings at the Chillicothe cantonment in southern Ohio. The buildings were first designed to care for companies under the old regime. Now with the companies enlarged the changes are necessary. It is said that about 3,000,000 feet of additional lumber will be required.

The sash and door warehouse of A. Teachout Company, Cleveland was damaged to the extent of \$5,000 by fire recently.

Plans have been completed for an open meeting of the Columbus Lumbermen's Club to be held the latter part of the month. At that time it is announced that the restaurant will be opened for noon-day lunches. It is planned to hold monthly meetings during the fall and winter.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods, especially from manufacturers. Concerns making

furniture and boxes are in the market. Retailers are buying also in limited quantities. Prices are strong and every change is toward higher levels.

J. A. Ford of the Imperial Lumber Company reports a good demand for hardwoods from West Virginia. Prices continue firm in all varieties and grades.

← CLEVELAND →

F. T. Peitch of the F. T. Peitch Company, hardwood wholesaler, and a party of friends will leave Sunday, September 23, for Honey Harbor, Ont., for a ten days' fishing trip. Other Clevelanders who will go along are M. R. Snell of the M. R. Snell Lumber Company and George Barner of the Barner Meade Lumber Company. A number of lumbermen friends will be picked up at Buffalo on the way up.

Arch C. Klumph, president of the Cuyahoga Lumber Company, is devoting considerable time to the operations of the government secret service in Cleveland. He is president of the Cleveland chapter of the National Security League, which is assisting in every way the running down of slackers and examination of all claims for exemption.

The September outing of the Cleveland Lumber Club has been announced for September 20 at the Roadside Club. Thirty-five members are expected. After the ball game on the green, a banquet will be served. Two ball teams will be chosen from among those present.

Cleveland manufacturers, who have been hampered for months in their effort to secure adequate help and who have also been at a loss to house the help which is willing to come to Cleveland, have taken matters into their own hands. It is estimated that there are 10,000 families in Cleveland without proper housing facilities, of which 3,000 families are negroes recently brought in from the South. To meet this problem the manufacturers propose to form a building company and subscribe the stock themselves sufficient to build small priced houses on a large scale. These houses will cost not more than \$4,000 and will rent for about \$20 a month. Practically the entire demand is for this type of house. The company will pay a nominal interest on all funds loaned but the chief aim of the manufacturers is to get the population housed and then dispose of the real estate to the occupants on easy terms. The manufacturers are willing to advance the money in the shape of a second mortgage and allow the workman to pay it off as rent. The manufacturer expects to profit by thus securing an adequate and contented labor supply.

← CINCINNATI →

The Sayers & Scoville Company has declared the regular quarterly dividend of 1½ per cent in the preferred stock, payable October 1, to stockholders of record September 20.

The Dudley Lumber Company, Petersburg, W. Va., has been incorporated with a capital of \$5,000. The incorporators are E. B. Gribble, C. H. Seneseny, Joseph H. Anderson, E. C. Calhoun and W. F. Hiser, all of Petersburg.

The Glenn L. Martin Company, Cleveland, was recently incorporated with \$2,000,000 capital stock, to manufacture all kinds of aircraft. The incorporators are Glenn L. Martin, C. E. Thompson, S. Livingston Mather, Carl N. Osborne and Alva Bradley.

A contract has been awarded to the Nordyke & Marmon Company, Indianapolis, for \$2,700,000 worth of airplanes. Under the terms of the contract 3,000 planes must be completed and ready for delivery by June 1, of next year.

W. Richardson, Warren, Mo., has sold to the Probst Lumber Company, Cincinnati, several hundred acres of virgin timber in northwestern Arkansas. The consideration was \$13,000. The new owner will erect mills to cut the timber into lumber.

In the suit of Paul V. Connolly, as trustee in bankruptcy of George and Harry D. Riemeier, Cincinnati, bankrupt lumber dealers, vs. George H. Riemeier, sister of the bankrupts, and Mary Stolting, defendants, filed answers in which they denied personal knowledge of the affairs of the part-

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nerships. Miss Riemer admits she occasionally made entries in the books of the partnership and assisted in the preparation of trial balances, but denies her knowledge of bookkeeping was such as to enable her to understand the financial condition of the partnership disclosed in the trial balances.

Both defendants aver they had no knowledge or reason to believe any payments made to them on account of loans to the partnership were made at a time the partnership was insolvent or that these payments were made with intent to defraud other creditors and prefer them.

George W. Huston, assistant secretary of the Carriage Builders' National Association and publisher of the *Spokesman*, its official organ, announced the program for the forty-fifth annual convention at the Hotel La Salle, Chicago, September 24 to 27. Committees at the convention will report that notwithstanding the continued popularity of the automobile, carriage business is better than it has been in a long time. Prospects of still better trade are in sight with the coming of word from Washington that the carriage men will be asked to manufacture guns and carriages for the United States army.

◀ INDIANAPOLIS ▶

Local lumbermen and operators of woodworking plants are still endeavoring to land contracts for the manufacture of ammunition cases for the government. The Indianapolis trade is now in a position to handle many large contracts. Early in the season the lumber trade was very busy supplying material for use in construction work at Fort Benjamin Harrison, but very little construction work is being done there now.

William H. Burton, forty-eight years old, secretary-treasurer of the Indiana Coopers Company of this city, died suddenly last week. He complained of being ill in the office of the company, and a few minutes later he was found in an unconscious condition in a wash room in the plant. A physician was called but he had died before the physician could arrive. A coroner's investigation revealed that death was due to apoplexy. He is survived by a widow and one son.

The Wynne Coopers Company of Anderson, Ind., has been incorporated with a capitalization of \$20,000. Directors of the company are Cary Cookman, Willard N. Pease, and A. J. Pease.

Incorporation papers have been issued to the Columbia Furniture Company, Rensselaer, Ind., the company having an authorized capital of \$20,000. The company expects to manufacture all kinds of furniture. Directors are E. N. Loy, Emil Besser, Solon G. Spiegel, S. O. Penrod, and A. M. Loy.

W. H. Cook & Co., lumbermen and mill operators of Warsaw, Ind., have announced plans for the construction of a new sawmill which will be 140 feet long and 30 feet wide. The plant will be housed in a two-story structure, and will have a capacity of two carloads of lumber a day. The company is busy filling orders for the government. Aeroplane frames and propeller blades are being manufactured.

◀ EVANSVILLE ▶

The next meeting of the Evansville Lumbermen's Club will be held at the Hotel McCurdy on October 9.

Fred Bergman of Bergman & Mann, planing mill owners and lumber dealers at Chrisney, Ind., was a business visitor recently. He reported trade in his section good.

The Electric Planing Mill Company, Owensboro, Ky., is erecting a new building to take the place of the old plant.

Charles Albert Gubelman, a well-known saw mill owner and lumber dealer, died at his home at Mt. Carmel, Ill., on September 11 of injuries received a few days before in an automobile accident. Mr. Gubelman was born in Mt. Carmel in 1865 and had spent all his life there and was regarded as one of the leading citizens of that place, being prominent in business and civic affairs. He owned mills in Knox county, Indiana, as well as in Wabash county, Illinois. He is survived by the widow and six children.

George O. Worland, manager of the Evansville Veneer Company, reports trade active but says there has been a little uncertainty in the market and many buyers are showing a disposition to hold off buying. The plant is being operated on full time during the day and some of the departments are running at night. Mr. Worland says that the log situation is worrying the veneer manufacturers as much as the labor shortage problem.

Mayor Benjamin Bosse, president of the Globe-Bosse-World Furniture Company, who is a candidate for re-election, has opened his campaign. His republican opponent is Albert R. Messick, head of the Vulcan Plow Company.

J. C. Greer of the J. C. Greer Lumber Company left recently for a trip through the South. His company operates three large stave mills in Tennessee and these plants have been in steady operation most of the year. Bert Tisserand of the company reports that trade has been unusually good during the past few weeks.

The furniture and wagon factories at Henderson and Owensboro, Ky., continue to run on steady time and the outlook for fall and winter trade is encouraging.

Towboats and tugboats during the past few weeks have been busy bringing in staves and ties from points along Green and Barren rivers in western Kentucky. The stave business has been unusually good of late.

◀ MEMPHIS ▶

Work was resumed September 17 on the aviation camp at Millington, a few miles north of Memphis on the Illinois Central railroad, after a suspension due to some confusion regarding the contract. This was awarded at first to the Thomas-Harmon Company but it has now been given to E. A. Wickham & Co. of Omaha, Neb., and the latter announce that the buildings will be erected within sixty days and the camp made ready for the aviation forces within that period. The new company has taken over all the men employed by the old firm, about 1,400 in number, but the forces will be increased as rapidly as possible until more than 3,000 persons are at work. It is announced that all material for the camp will be purchased in Memphis provided prices are right. More than fifty houses will have to be built and there will likewise be a vast amount of drainage, clearing and other work before the camp is ready to be turned over to the government.

The Lamb-Fish Lumber Company at Charleston, Miss., according to L. P. DuBose, is canning tomatoes at the rate of 10,000 cans per day and it is estimated that something like 75,000 one- and two-pound cans will be put up before the supply has been exhausted. Mr. DuBose said while here that the company would harvest between 75,000 and 100,000 bushels of corn on its big cut-over holdings and that there were likewise large yields of peas, alfalfa and other crops. The Lamb-Fish Lumber Company announced last spring that it would go so far toward helping in the increase of foodstuff crops that it would not plant any cotton at all and the big yields of tomatoes, corn and other products are the result of this action and of the splendid season which has prevailed. The company is planning to operate its big band mill at Charleston on double shift as soon as it can bring out enough logs for this purpose and it is apparent that its activities in the direction of raising foodstuff crops are not impairing in the least its facilities or its keenness for handling hardwood lumber in a very big way.

The Crenshaw-Gary Lumber Company, with headquarters at Memphis and mills in Mississippi, reports that it is negotiating for the purchase of barges for the handling of the output of the plant at Richey, on the Sunflower river. This town is located on the Southern Railway in Mississippi and the firm has had extreme difficulty during the past few months in securing cars for the handling of its output. At one time it had orders on its books which were practically twelve months behind in the matter of delivery. The railroad is giving much better service now than for some time but the company does not like the idea of leaving itself at the "tender mercies" of the railroad in question. On the contrary, it is going to put in the barges to supplement the railway service, although it admits that this cannot be done at the moment because of the low stage of the river.

John W. McClure, who was to have left Memphis September 15 to attend the annual of the United States Chamber of Commerce as representative of the Southern Hardwood Traffic Association, found at the last moment that he would be unable to go. The association is therefore without representation but it is very much interested in the action of the chamber on the priority law recently passed by Congress and on the resolutions adopted by the association calling for the building of cars by the government for the use of the railroads on a rental basis. The Southern Hardwood Traffic Association originated the idea of the building of cars and other equipment for the railroads as a war measure and the idea has been taken up by the Lumbermen's Club, the Memphis Chamber of Commerce and other organizations. Bills, too, have been introduced into both branches of Congress.

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through which it is sought to secure an appropriation of \$100,000,000 to be used by the president along the lines indicated in the resolutions submitted to the United States Chamber of Commerce. Members of the association believe that the plan of building cars by the government for the handling of freight from interior points to the seaboard is just as feasible and just as necessary to the winning of the war as is the building of ships for transporting these products from the seaboard to the allies in Europe.

A conference was held here September 14 between the shippers' committee, headed by James S. Davant of the Memphis Freight Bureau, and the car service committee, of which E. H. Egan of the Yazoo & Mississippi Valley line of the Illinois Central, is chairman. There was much discussion of car service, car shortage and other phases of the transportation situation but the idea which dominated both shippers and representatives of the carriers is that the character of service shippers will receive during the next few months will be determined largely by the extent to which individual shippers make use of the equipment furnished them. It is recognized on all sides that there is going to be a shortage of cars that will affect all industries and all firms and individuals but it is likewise recognized that this shortage will be minimized in proportion to the vigor with which individual shippers load and unload cars promptly and with which they load all equipment to full visible capacity. J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, attended as the representative of lumber interests.

The Gayoso Lumber Company, New South Memphis, began operating its big band mill here last week on double shift and it is likewise running its mill in North Mississippi on full schedule. This company has recently acquired additional timberlands from the Luehrmann interests at St. Louis and is bringing the logs from these holdings to Memphis for conversion into lumber. Its output just now is larger than at any previous time in the history of the company.

LOUISVILLE

Much interest is being centered in a movement launched by the Louisville Hardwood Club in an effort to aid the small producer and consumer through making "trade acceptances" standard terms in the lumber industry. At a recent meeting of the club the movement was favorably passed upon, and a committee, composed of E. B. Norman, H. E. Kline and R. R. May, was named to draft a letter and take the matter up with the gum, oak, hardwood manufacturers' and other leading associations, the idea being to get these organizations to adopt the term, and make it a standard in the trade.

Lumber interests of Louisville are much interested in the proposed export movement through southern ports, which it is claimed will be a life-saver this winter in case the car supply runs short, or shipments for export run heavy. It is estimated that through the use of the southern ports thousands of cars will be released in the South, and loaded back with lumber and agricultural products for the North and East, meaning an endless supply of cars in the big southern hardwood districts, and elimination of congestion and embargoes in the North and East. It will also result in free movement of coal shipments if the railroads can remain open for all traffic, and probably will make it possible to avert the threatened coal shortage.

The Louisville Point Lumber Company has opened a pine department in charge of Sam Taylor, a pine operator of long experience and well known to the trade. Mr. Taylor believes that the pine people will experience the best winter business on record.

R. R. May, secretary of the Louisville branch of the Southern Hardwood Traffic Association, has taken up with the American Railway Association the question of whether or not shipments of hardwoods into Canada, for consumption in Canada, will be affected by the recent export proclamation of President Wilson, and asking for a ruling on the subject. At present railroads are divided in their interpretation, some believing that it will be necessary to obtain licenses to ship hardwoods into Canada even for consumption there. Local operators do not believe that such a meaning was implied, and that the order affects shipments for direct exporting abroad. Shipments of hardwoods to Canadian manufacturers of furniture, etc., are heavy, and much time would be lost and trouble experienced if licenses had to be obtained for such shipments.

A recent visitor to Louisville was Frank Shippen of Shippen Brothers, Eljay, Ga., a brother of Edward Shippen of the Louisville Point Lumber Company. While here Mr. Shippen attended a meeting of the hardwood club, and discussed conditions in the South, stating that agricultural and stock prospects were better in Georgia than ever before known.

Kentucky manufacturers are busy working up their tax sheets under the new tax law, passed last spring and effective September 1. Under this law machinery in manufacturing establishments, war materials, and materials in course of manufacture are exempt from local taxation, and subject to a state tax of forty cents a hundred only, as compared with a former rate of fifty-five cents. The new tax law has been drafted with the purpose of bringing more capital, labor and manufacturers to the state, it being held that under the old laws industry was checked.

Labor conditions not only in Louisville but through the state and the South are in bad shape and mill operators are having trouble in securing men. Locally the Mengel Box Company is advertising for 100 men, and

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White Oak, Poplar

HARDWOODS

AMERICAN LUMBER & MFG. COMPANY

PITTSBURGH, PA.

all other box plants are advertising. The Mengel company is also advertising for girls over sixteen years of age, having placed girls in many positions formerly held by men in the paper box department. Labor agents are advertising for hundreds of men to go North and East, offering colored labor free transportation, free lodging, and thirty cents an hour for a ten-hour day. Carpenters are being offered \$5.50 a day, and laborers \$2.50 a day to go to Newport News to work on cantonment building, and local manufacturers are having trouble in holding men or securing additional hands.

The Mengel Box Company in a recent announcement in the local papers stated that it was figuring on erecting a paper mill to supply material to its local paper box department, but that nothing would be done until the city decided whether it would grant free taxation for a period of five years, as a new industry. The company now operates a paper mill at Elkhart, Ind., and has been discussing the problem of locating a mill in Louisville for some time. However, upon erecting its paper box department, a separate department, the city refused to grant the exemption allowed to other new industries, and in a recent ruling in another case the judge held that in order to obtain exemption a concern had to be brought to the city as new in its entirety, as it would be impossible to separate new and old business, or what was merely an extension. This probably means that the company will build its new plant elsewhere, instead of at Louisville.

Thomas G. Johnson of Middlesboro, Ky., was shot and killed by Simpson Thomas, a former partner in the timber business, in an argument over timber holdings at Hazel Patch, near London, Ky., on September 15. The two men are residents of Middlesboro, and have been well known in eastern Kentucky timber deals for years, having been partners for a long time. Johnson was sixty years old and left a wife and several children. Thomas was forty years of age.

The Wood-Mosaic Company, New Albany, Ind., and Highland Park, Ky., is getting a fair supply of logs from which to manufacture its big government contract for walnut gunstocks, but is still advertising for logs.

Kentucky will shortly lose the services of J. E. Barton, Kentucky state forester, who is responsible for much improvement in the state, including increased numbers of wardens, fire lookout towers and a general decrease in the number of fires from year to year. Mr. Barton has done much good work toward reforesting cutover lands, etc. He was recently offered a commission as captain of engineers in a forestry regiment and accepted at once.

The sawmill of W. H. Ritter of Nobob, near Glasgow, Ky., was destroyed by fire early this month.

As a result of a recent boiler explosion at the sawmill of T. A. Stanley, Arlington, Ky., Mr. Stanley is dead, and his two sons in serious danger. Mr. Stanley died two days after the accident, and so far little hope has been held for the recovery of Lester Stanley. Bud Stanley is getting along well. The men were seated in a building near the boiler, when the latter let go with such force that the building was wrecked and the men thrown a considerable distance, being scalded as well as injured by the explosion.

Damage estimated at \$20,000 was done to the storage houses and yard stock of the Paducah Box & Basket Company in a fire on September 17, occurring just one year following a prior fire which cleaned out the same section of the plant. However, in both cases the blaze was kept out of the mill, and the loss held to a minimum.

ARKANSAS

The Proctor Furniture Company has been organized at Camden Ark., with a capital stock of \$10,000.

The handle factory of W. D. Grant at Newport, Ark., has been destroyed by fire. The loss is placed at \$12,000, with no insurance.

The Norton & Wheeler Stave Company is erecting a sawmill at Roe, Ark., which is to have a daily capacity of 25,000 feet.

W. E. Grace, formerly manager of the Kelley Handle Company plant at Blytheville, Ark., has been employed to again take charge of the plant. He has for some months past been at work in Memphis.

The National Cooperage Company has opened a new gum stave mill at Rison, Ark., with a daily capacity of 75,000 feet. The company expects to put in another plant to make gum barrel heading in the immediate future.

The Arkansas Railroad Commission has designated October 4 as the time for hearing the petition of the Arkansas Hickory Company, in which amendment of Section J, of Item 1000 of Tariff No. 3, providing for rough material rates when the articles shipped are tupelo bolts and the plugs, is asked. The petitioners claim that the outbound tonnage should not be less than twenty per cent of the weight of the tupelo bolts from which the articles are made.

Ralph Graham and E. S. Skidler, bankers and ranchmen of Kaw City, Okla., have recently purchased 20,000 acres of cutover timberland from the A. J. Nelmeyer Lumber Company of Little Rock. The purchase price is given as \$50,000 cash. These lands were formerly covered with oak and pine timber, and are situated about eighteen miles west of Little Rock. It is stated that the new owners expect to use the lands for cattle ranches.

The planing mill and stave factory at Sparkman, Ark., owned and operated by the Arkadelphia Milling Company, was burned on September 6, entailing a loss of about \$10,000.

WISCONSIN

The Bekke Lumber Company, Couderay, Wis., is planning to establish a new sawmill to replace the plant destroyed by fire last spring, in order

to utilize about 3,000,000 feet of logs left unsawed, and a twelve years' supply of timber now available to the company from the Couderay Indian reservation by special arrangement with the government. The Bekkedal company has purchased the Stillwater (Minn.) mill of the David Tozier Lumber Company, and will transfer it to Couderay at once. The capacity will be about 70,000 feet in ten hours.

The Red River Manufacturing Company, Antigo, Wis., which purchased the Kaufmann mill at that point two years ago, and has gradually improved the property, is erecting a new concrete power plant and otherwise enlarging the power output. According to M. J. Elstad, secretary-treasurer, the company expects to get a large supply of logs this season and anticipates a more extensive and longer cut than since it took over the mill.

The Lawson Aircraft Corporation, Green Bay, Wis., has completed the first model of its 110-horsepower military tractor biplane and turned it over to the government for official tests.

The Hoagland Manufacturing Company, Waupaca, Wis., maker of a variety of hardwood products, specialties and novelties, will build a shop addition, 25x66 feet, and a new sawmill shed. Considerable new power and manufacturing machinery will be installed.

The Wisconsin Potash Company, Tomahawk, Wis., organized recently, is building a new plant near the mill of the Mohr Lumber Company, which is interested in the concern. Officers are: President, J. S. Griffith; vice-president, L. H. Wheeler; secretary, F. H. Burbach; treasurer, E. Hoenisch.

A voluntary petition in bankruptcy has been filed by the Kurth Broom Company, Milwaukee. The assets are \$1,447 and liabilities \$2,545.

One of the most modern and up-to-date sawmills in the South will be erected for the Wisconsin-Alabama Lumber Company at Sycaluga, Ala., by the D. J. Murray Manufacturing Company, Wausau, Wis. The mill will contain two band saws and one resaw and will cost about \$50,000. Completion is specified in five months' time. W. C. Landon, Wausau, Wis., is general manager of the Alabama company.

The George D. Taylor & Sons Company, St. Paul, Wis., is negotiating for the purchase of the plant and property of the Tomahawk (Wis.) Stave & Heading Company, which has been idle for several years. It is stated that the new owners will rehabilitate the property and put it into immediate operation after the purchase is completed.

The Ladysmith Potash Company, a Michigan corporation with a capital stock of \$3,000 and headquarters at Menominee, Mich., has been granted a charter to do business in Wisconsin. The local interest is located at Ladysmith, Wis., and H. J. Fosbender is official representative.

The G. D. Booth Lumber Company, Marshfield, Wis., has taken over all of the properties of the Booth-Schumaker Manufacturing Company, including a large mill at Chippewa Falls, Wis. The Booth-Schumaker company has filed articles of dissolution and will retire from business.

The D. & D. Panel, Hanger & Glue Company, Sheboygan, Wis., has been incorporated with a capital stock of \$25,000 to take over the clothes hanger and veneer panel business conducted for the past five months by Herman Davis and son, Jerome, at Sheboygan.

The American Auto Body Company, Milwaukee, incorporated some time ago with \$75,000 capital, intends to build a four-story manufacturing plant, about 60x200 feet, of fireproof construction. David J. Borun, 531 Caswell block, is treasurer.

The Challoner Company, Oshkosh, Wis., maker of mill machinery and equipment, has dismantled its foundry department and will rebuild it for the manufacture of anti-skid devices for motor trucks, tractors, etc.

The Ayer & Lord Tie Company, Chicago, has been awarded the contract for creosoted wood block flooring for the new ordnance plant being erected in Milwaukee by the Wisconsin Gun Company, at a cost of \$200,000. The main shop is 130x300 feet in size. Henry J. Wiegand is general manager.

The Tipler-Grossman Lumber Company, Green Bay, Wis., has started work on the erection of a new and modern band-saw mill on its extensive hardwood and hemlock timber holdings between Long Lake, Wis., and Sawyer, Mich., on the Chicago & Northwestern line. The mill will be 40x150 feet in size and have a capacity of 35,000 feet in ten hours. It will be ready December 1. A townsite named Tipler is being established at the mill site.

The E. J. Pfaffner Company, Stevens Point, Wis., has completed the reconstruction and modernizing of its planing mill, the nucleus of which is the plant partly destroyed by fire several months ago. A complete complement of new machinery, including planers, matchers, molders, rip saws, etc., all operated by individual electric motors, has been installed.

The Winnebago Furniture Company, Fond du Lac, Wis., is now employing fifteen women in various parts of the plant because of the shortage of male help. The experiment has been so successful that it will be gradually extended as the needs of the company require.

The Midland Creosoting Company, Toledo, O., is furnishing the wood flooring for the new \$75,000 private garage and machine-shop of the Pfister & Vogel Leather Company in Bay View, Milwaukee.

The F. Blocki Manufacturing Company, Sheboygan, Wis., has engaged in the manufacture of a new type of double-walled, non-freezing wood silo designed and patented by Robert Hartenberger of Sheboygan Falls, Wis. The silo consists of a series of double hard-oak ribs, held horizontally about four inches apart and vertically about two feet, by oak crosspieces fitted snugly between each two pairs of concentric ribs at intervals of three feet. The ribs are bent after being heated by steam, forming sections three feet long. The inside wall is constructed of jointed redwood and the exterior of spruce, cedar or fir.

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80M' 5/4" Common and Better

BIRCH

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200M' 4/4" No. 2 and 3 Common
30M' 6/4" 1st & 2nd Unselected
20M' 4/4" No. 1 Common Red

ROCK ELM

50M' 5/4" Log Run

MAPLE

200M' 4/4" Log Run
400M' 4/4-6/4-7/4-1 1/2-2", No. 3 Common
50M' 2x6" Maple Hearts

RED OAK

70M' 4/4" No. 1 Common

PLAIN WHITE OAK

100M' 4/4" Log Run
10M' 8/4" No. 1 Common and Better

QTD. WHITE OAK

70M' 4/4" 1st and 2nds
15M' 8/4" 1st and 2nds

RED GUM

80M' 4/4" Common and Better
25M' 4/4" No. 2 Common
50M' 6/4" Common and Better

SAP GUM

100M' 4/4" Log Run
40M' 4/4" 1st & 2nd, 13" & up
250M' 4/4" No. 1 and 2 Common

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At our Arkansas and Wisconsin
plants we are daily putting new stock
into piles, the quantity of which will
appeal to the careful buyer.

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Better Birch
2 cars 6/4 No. 1 Com. &
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2 cars No. 2 Merchantable
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Northern and Southern
Hardwoods and Mahogany

Specialties

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Milwaukee, Wisconsin

Industrial accidents in Wisconsin during the fiscal year ending July 1, showed an increase of 25 per cent over the previous year, numbering 20,560 against 16,051. The Industrial Commission of Wisconsin is using the showing to encourage employers to redouble their efforts along the lines of safety and sanitation.

Harold J. Week has been elected secretary and treasurer of the John Week Lumber Company, Stevens Point, Wis., to succeed his father, Andrew R. Week, who died September 3. Mr. Week has been a member of the company for many years, but during the last six years resided at San Benito, Tex. Stoner Virum, logging superintendent of the Week company, who died at Stevens Point on the same day that Mr. Week passed away, is succeeded by John Strand, Iola, Wis., who has been camp foreman for the last eighteen years.

The Joerns Bros. Manufacturing Company, Stevens Point, Wis., which recently purchased the interests of the Coye Furniture Company, has appointed Fred E. Noble superintendent of the Coye plant, now known as factory A. Mr. Noble was superintendent of the plant from 1904 to 1910, but during the last seven years has been engaged in paper and pulp mill work.

T. R. Begley, who has been sales manager of the Rib Lake Lumber Company, Rib Lake, Wis., for several years, resigned on September 15 to accept a similar position with the Polley Lumber Company at Missoula, Mont. Mr. Begley came to Rib Lake in 1897 and joined the Rib Lake company in 1906.

A new shipbuilding industry will be established at Milwaukee during the next few months by a new company, to be known as the Ampco Ship Building Company, which is being organized by interests identified with the Ampco Rolling Mills Corporation. It is said that \$100,000 will be expended in the construction and equipment of docks, shops, and other facilities. The exact location is not divulged, but it is said the new yards will be situated in or close to Milwaukee on Lake Michigan. The company's offices are at 408 Security building, Milwaukee.

Dr. A. W. Schorger, of the chemistry section, Forest Products Laboratory, Madison, Wis., has resigned to become associated with the Burgess Laboratories, Inc., at Madison. He is succeeded by Dr. S. A. Mahood, a graduate of the University of Nebraska and Cornell University. Armin Elmendorf, of the college of engineering, University of Wisconsin, has been appointed on the staff of the timber testing department at the laboratory.

Reports that the Oconto Company, Chicago, might suspend operations at Oconto, Wis., have been denied and preparations are being made for a heavy season's run at that point. The company has encountered serious difficulties in providing adequate transportation facilities between its logging camps and the mills, but it is believed that these will be adjusted satisfactorily within a short time.

The mills of the Sawyer-Goodman Company at Marinette, Wis., again are idle because of labor troubles. A short time ago the planing mill resumed operations, following a shut-down because of strikes, but it was found impossible to proceed under existing conditions. Charles A. Goodman has issued a statement to the effect that the company does not intend to operate its business subject to the control of the timber workers' union.

Charles Bernhardt Hentschel, president the C. B. Hentschel Manufacturing Company, cigar boxes, Milwaukee, died at his home in Sheboygan, Wis., on September 12 at the age of eighty years. He was born in Germany and came to America in 1854. Mr. Hentschel served throughout the Civil war. The family was preparing to celebrate the fifty-eighth anniversary of the wedding on September 17 when death intervened.

The Hardwood Market

< CHICAGO >

Although opinions differ as to the prospects for trade in the local market they seem to be rather unanimous that business in hardwoods continues to slacken. This is commonly attributed to stagnation in building construction and lessened demand for factory products in general. A disposition to cut prices is noted, but the trade at large is confident that continued low stocks at mill points and the likelihood that many mills may be closed down for many months, due to labor and car trouble, and the tremendous demand for government needs in hardwoods which has hardly begun yet to show itself will totally prevent any accumulations and that the man who loses his nerve now is exhibiting in addition to lack of courage, very poor judgment. It is a significant endorsement of this general attitude that there continues to be great difficulty in securing sufficient stocks in most of the common assortments of hardwoods entering this market. It is equally significant that prices as a whole are remaining firm and that some companies which have retained their full confidence in the situation are not only asking but continuing to get further increases in their selling prices.

< BUFFALO >

The hardwood trade is showing up fairly well, in spite of lack of any big activity in the building or furniture lines. The chief outlet for stock

is the factory trade. A fairly good business is reported with the concerns making trucks, airplanes and other equipment needed for war purposes. The feeling that the war may end within a few months creates some conservatism in buying and consumers are making purchases largely for their immediate needs. Prices are generally on a higher level than some months ago.

The assortments in local yards are now in fairly good shape, as stocks have been arriving steadily for some time, although lumber does not come in at all freely from the South, where the mills are still faced with a big scarcity of cars. The tendency is to get stock from as near by as possible, in order to cut out the long railroad delays. This tendency is also manifest with the consumers, who are able, as a rule, to get their requirements met at the Buffalo yards and thus save time. A few woods are leading in the trade, including maple, oak, ash and poplar.

Lake receipts of hardwoods here are quite small this season, prices being too high at the mills to make it an object to bring in much stock. Only two or three concerns have had cargoes this season and the movement is reported to be pretty well over for the year.

◀ PITTSBURGH ▶

Hardwood men are not at all discouraged over the general outlook. Demand for hardwoods in nearly all lines is keeping up well and prices are well sustained. The furniture and implement trades are not so much in evidence just now in hardwood offices, but mining stocks and structural material, especially bridge and railroad timbers and car stuff, are going strong at prices which make the wholesaler happy. Yard trade is very poor.

◀ BOSTON ▶

The hardwood trade of New England has declined noticeably in the last few weeks. Notwithstanding some exceptional demands, the general call for stock is becoming lighter, especially in woods used for house and building finish. Construction in the latter fields is at the lowest ebb for many years, the state of trade with the woodworking mills as well as the record of building applications confirming this condition. Steady prices are the rule with the exception of heavy stock for manufacture of trucks and other military supplies, material for which is scarce and eagerly sought. The furniture trade continues active although not in the volume of a few months ago. Manufacturers have fairly large contracts on hand and seem to be buying considerably in advance. The absence of large stocks and the shipping situation point to a period of quiet business with no apparent basis to expect any dropping of prices.

◀ BALTIMORE ▶

No important changes are noted in the hardwood trade. Interference with the movement of stocks continues, the situation being as full of difficulties as before. The business actually done from day to day is satisfactory enough with many members of the trade, but few have orders ahead to carry them over any considerable period. There is little change in quotations. Dealers are still engaged in efforts to get in stocks that are likely to be called for, a proceeding that is by no means easy in the face of embargoes, under which Baltimore seems to suffer rather more than some other cities. The city is now embargoed from all directions, and it is almost impossible to get in stocks, even in carload lots, which are supposed to be moving without any restrictions. The buyers show a disposition to pay remunerative prices for lumber that is actually wanted, but are not eager to place orders for possible later requirements, being disposed to let the future take care of itself. All stocks used in construction work are slow because building has been greatly narrowed and operations under consideration some time ago are being postponed on account of the high prices of materials and scarcity of labor. In this section the United States Government is employing about all the mechanics, especially carpenters, who can be obtained, at the highest wages ever recorded or even thought of, and men cannot be found to take work for private contractors who are not in a position to pay as much. The builders, therefore, are deferring operations until the men now working for the government are released and will take jobs on more reasonable terms. This has had the effect of slowing down the movement of building grades, while the other divisions are fairly active and the demand keeps up briskly enough to absorb the output of the mills. Some of the higher grades were in limited request for a time, but of late there has been a quickening in these grades, and the whole list is now fairly brisk. Business would be larger if sellers were able to make delivery. Expectations had been entertained that exports might pick up before long, but such anticipations are not encouraged by members of the trade in a position to know, and who indicate that the foreign embargoes will probably continue indefinitely.

◀ COLUMBUS ▶

Much buying has been done by box and furniture concerns, and by makers of vehicles and implements. Buying by factories has been better than in the retail trade, and prospects are good. Retail stocks are rather good and buying on the part of dealers is only where stocks have to be replenished, and as needed. Orders are mostly for immediate delivery and mills are trying to rush them through.

The following stock is in excellent condition, ready for immediate shipment

5/4 No. 2 Common & Better ASH.....	15,000'
4/4 No. 2 Common & Better BASSWOOD.....	25,000'
5/4 No. 2 Common & Better BEECH.....	150,000'
5/4 No. 3 Common BEECH.....	340,000'
3/4 No. 1 Common & Better BIRCH.....	55,000'
4/4 No. 1 Common & Better BIRCH.....	58,000'
4/4 No. 2 Common & Better BIRCH.....	29,000'
4/4 No. 2 Common BIRCH.....	120,000'
4/4 No. 3 Common BIRCH.....	12,000'
8/4 No. 2 Common & Better BIRCH.....	16,000'
8/4 No. 3 Common BIRCH.....	10,000'
4/4 No. 1 Common & Better HARD MAPLE.....	50,000'
6/4 No. 2 Common & Better HARD MAPLE.....	25,000'
8/4 No. 2 Common & Better HARD MAPLE.....	150,000'
10/4 No. 2 Common & Better HARD MAPLE.....	15,000'
4/4 No. 3 Common HARD MAPLE.....	40,000'
5/4 No. 3 Common HARD MAPLE.....	250,000'
8 4 No. 3 Common HARD MAPLE.....	100,000'
4 4 No. 2 Common & Better SOFT ELM.....	68,000'
4/4 No. 3 Common SOFT ELM.....	110,000'
6/4 No. 2 Common & Better SOFT ELM.....	36,000'
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Stack Lumber Company Masonville, Michigan

Low Grade Lumber for Boxing and Crating

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151287 ft.....	1" No. 2 & 3 Common
250000 ft.....	1 1/2" No. 2 & 3 Common
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235000 ft.....	1" No. 3 Common
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18000 ft.....	1" No. 2 & 3 Common
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SOFT ELM

85000 ft.....	1 1/2" No. 3 Common
---------------	---------------------

HARD MAPLE

186000 ft.....	1" No. 3 Common
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Payson Smith Lumber Co. MINNEAPOLIS, MINN.

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SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

We have for sale 1 car 3" FAS Poplar; 1 car 4 1/4" Clear Sap Poplar, 5-16" wide; 1/2 car 4 1/4 Panel Poplar, 18" & up wide; 1 car 5/8" No. 1 Common Ash; 2 cars 4 1/4 FAS Sap Gum; 1 car 5-4 FAS Plain Red Oak; 1 car 4 1/4 No. 1 Common & Better Red Oak.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

BLISS-COOK OAK CO.

BLISSVILLE, ARKANSAS

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried
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MIXED ORDERS OUR SPECIALTY

The Biggest Fortunes

in the lumber business have come through timber ownership.

For 37 years we have kept careful, scientific watch on timber values and have helped to make fortunes for many investors. On the basis of this experience we say—

Buy Timber Now

We are unquestionably at or near the end of a period of depression in values. If you buy now and buy right you will make money. Buy through us and we shall see that you buy right.

James D. Sacey & Co.
INTERNATIONAL TIMBERLAND FACTORS
EST. IN 1880

CHICAGO
1750 McCormick Bldg.

SEATTLE
626 Henry Bldg.

NEW YORK
30 East 42d St.

Prices are firm. No cutting is reported and every change has been toward higher levels. Embargoes have interfered with shipments to a marked degree. On the whole, however, shipments are coming out fairly well and little complaint is heard on that score. Collections are usually good. Money is plentiful.

There is a good demand for plain and quartered oak and prices are strong. Chestnut is one of the strongest points in the market. Poplar is moving well and the lower grades are especially strong. Ash and basswood are strong. Other hardwoods are unchanged.

CLEVELAND

Requirements have been sufficient during the past fortnight to keep the demand for hardwood steady, at high prices. Building has fallen off somewhat, due to the tightening up of the money market. It seems that the banks have about loaned up to the limit of the legal reserve set apart for construction loans. Some are in a quandary as to how this can be with the relatively small amount of building which has been going on here. It is largely explained by the fact that with the entrance of the United States into war and the release of many large domestic war orders in the Cleveland district, the demand for factory facilities became urgent and this has been the most active form of construction during the past five months. The discrepancy is further explained by the probability that much of the new war business has been financed by construction loans in the shape of mortgages on present real estate. This method of financing large government orders was used in Cleveland two years ago at the time of the large European war orders.

Oak and elm for auto truck bodies and wagons probably lead the market on the manufacturing end while in building lines oak and maple flooring and finishing continue to be in greatest demand.

INDIANAPOLIS

An improved hardwood demand for central Indiana is anticipated by the first of the month. Consuming plants, especially the furniture industries, have not been buying heavily for some time, but it is expected they will be forced into the market in the near future with the result that the industries will again begin buying heavily.

Considerable hardwood is being used in war orders, and this demand has been holding up the market. Hardwoods of the lower grades, used in box making, have been in strong demand. The building trades are not creating a heavy demand as building operations are at a standstill. There was considerable activity in building circles early in the month, but late reports indicate that few permits are being issued and that there is very little estimating under way. The trade has no reason at this time to predict a heavy demand for building purposes during the remainder of this year. As a result the sash and door trade is inactive.

Gum seems to be in the heaviest demand. Furniture manufacturers expect gum to lead in their output for the fall trade. Oaks are second in demand, while the call for walnut continues good but not so heavy as it was at this time last year. Prices remain firm and steady.

Car shortage conditions are causing the hardwood trade very little trouble as yet, but many hardwood lumbermen are predicting that the next month will develop serious car shortage conditions. The wheat crop in this territory is moving very slowly and when the grain begins to move to the large shipping terminals it is expected that cars will be very scarce.

EVANSVILLE

Hardwood lumber manufacturers in Evansville and other points in southwestern Indiana report trade fairly active but the log shortage serious. Few logs have come in for several weeks and prices are high. The labor shortage problem is causing lumbermen much worry. There never before was a time when it was so hard to secure workmen. The up-town sawmills in this section are being operated on steady time. The river mills are not running steadily. Manufacturers are shipping out a great deal of lumber and prices are tending to advance. The demand for the higher grades remains strong. Wagon and truck manufacturers who have large contracts from the federal government are in the market for lumber and this keeps the demand for certain grades firm. Quartered white oak, elm, maple, poplar, hickory, ash and gum are in demand. Quartered sycamore has also been moving well. Collections are good. Furniture factories are still being operated on full time and using a great deal of gum. Practically all the wood consuming plants in Evansville are being operated right up to the handle. Local planing mill owners and yellow pine dealers report local trade a little off but the out-of-town trade has been good all season. Building operations here are not so active as last year.

MEMPHIS

The hardwood market is relatively quiet and the volume of business somewhat disappointing. The view obtains, however, that the lull in buying is seasonable and that it will not long continue. The opinion prevails that there is going to be good business this fall and winter. Members of the Hardwood Manufacturers' Association, identified with the open competition plan of that organization, during the meeting here last Saturday admitted that there had been quite a slowing down in demand but they appeared confident there would be demand enough from

government and private sources to insure a continuance of sound conditions in the hardwood market. A striking feature of the situation is the absence of 'pressure to sell and the confidence which most hardwood manufacturers have in the value of their property. Prices are well maintained except in cases where lumber is put in transit before it is sold. In such cases, consignors are frequently placed in a position where they have to make the best of a bad bargain which they themselves originated.

There is 'splendid demand for cottonwood, gum and other lumber from the box manufacturers who are doing the largest business in their history. They are having more orders than they can fill promptly and all offerings of low grade lumber available for box manufacture are being readily absorbed at top prices. There is an excellent demand for cottonwood and gum in box boards. Oak is moving moderately in the higher grades of plain and quartered while there is a better demand for the lower grades in both plain and quartered. Ash is firm, hickory strong at full prices. Manufacturers of spokes and other wheel parts are large buyers. There is a fair demand for cypress in both the higher and lower grades.

Logging conditions are quite satisfactory.

More flat cars are available for log shipments. Practically all mills in Memphis and the immediate Memphis territory are now able to work on full time and some of the biggest ones are running on double shift. More cars are available now for the handling of outbound shipments of lumber than for a long while.

◀ LOUISVILLE ▶

There has been a decided improvement in the demand for southern hardwoods since the latter part of August, and the local trade is now reporting orders plentiful, and prices higher. Some manufacturers have orders which will keep them going into the new year. Collections are excellent, and traffic conditions are improved, the car shortage having practically disappeared. Logs are moving into the mills freely and lumber out. Labor is very short and is cutting in on production. The principal change during the month was a revival of the furniture factory demand, which slumped in August. There is also a steady demand from truck and auto concerns, and musical instrument manufacturers.

Walnut continues in excellent demand. Heavy buying of walnut logs to fill orders from the government for gunstocks and for the furniture trade is now being seen on every hand. In poplar there is a fairly active demand for box boards, while siding is moving somewhat better. The building trades have been off and there has not been much doing in siding or oak flooring this year. Thick stocks of ash, gum, elm, oak, and tough woods continue good in 5-4 and up, while veneers of all grades continue strong. Mahogany lumber and dimension stock are active and cannot be cut fast enough to fill the big demand, principally from furniture and musical instrument manufacturers.

◀ ST. LOUIS ▶

There is a better outlook in the hardwood situation than there has been for quite a while, although business is not up to the volume generally prevailing at this time of the year. Oak, ash and gum lead in demand. Buying has started in with the furniture factories and the prospects are that buying from this source of consumption will improve. The demand for elm and poplar is assuming more satisfactory proportions, this applying to both the upper as well as the lower grades. Other minor hardwoods are having a fair movement. The call for box making material shows considerable improvement. The belief prevails that when the fall trade starts in it will be quite good, with prices being pretty well maintained. In cypress, a quietness prevails and both the yards and the consumers have considerable stock on hand. Even the number of inquiries have fallen off considerably. The slackness in building operations is probably the reason for this let up. The factory trade is holding up to good proportions. Local dealers state they have been getting in many small orders for immediate requirements. The outlook, however, is excellent. Steady prices prevail on all items.

◀ MILWAUKEE ▶

While immediate trade in softwoods of all kinds shows a slight slackening, hardwood demand continues to expand and northern mills report that they have their hands full to fill all requirements. A considerable part of the demand comes from industries which are executing government contracts, other from furniture factories and kindred lines. Ordinary residence construction has slowed up in recent weeks, but the wealthier classes of people are continuing to build expensive homes, which call for fine hardwoods for interior woodwork. Business in maple flooring for new factories, shop additions and similar purposes is a shining mark in the hardwood field. Probably never before has the demand for flooring been so heavy for industrial uses.

There is an optimistic feeling among hardwood men that the coming winter's cut will be ample, in spite of unfavorable conditions surrounding labor, high costs of materials, food, etc. So much has been said relative to the prospects of a poor winter season and resultant small log supply that northern manufacturers are challenging such statements. It is admitted that it will be difficult in the extreme to get anywhere near a record-breaking cut, yet conditions are such that the work in the woods during the coming winter will furnish an average supply of logs for the mills.

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL

515 Dwight Building, KANSAS CITY, MO.

Plain & Qtd. Red & White

OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE (MR) RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

**The MOWBRAY
& ROBINSON CO.**

(INCORPORATED)

CINCINNATI, OHIO

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

CHICAGO HARDWOOD SAWMILL

Operator wants a sales manager familiar with the consuming trade for oak and gum. Possibilities for position dependent upon the ability and energy of the applicant. Reference and experience should be given. Address "BOX 92," care HARDWOOD RECORD.

WANTED—FILER

for hardwood flooring plant and general planing mill using band rip and resaws, also small circular saws. Want man who can fit up side heads, etc. Permanent to right party. Good location. Address "BOX 89," care Hardwood Record.

WANTED—HARDWOOD LUMBER

Inspector; must be experienced in the grading of hardwood lumber. Address "BOX 96," care HARDWOOD RECORD.

WANTED—A MILL BOSS

For a small band mill. Must be able to head saw, file and set, to supply when necessary. Must understand thoroughly the inspection of hardwood lumber and be able to handle men. If you have the above qualifications, address us, stating wages, experience and when you could come. WARREN ROSS LUMBER CO., Jamestown, N. Y.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

340 ACRES—LAND AND TIMBER
Oak, Hickory, Gum, Ash, and trading advantages are unusually good. Immediately around Illinois Central station. Can attach 1,000 acres fine farm. J. G. KENT, Gluckstadt, Miss.

1280 ACRES

black land, 1 3/4 miles railroad, 5 million feet oak; land worth \$40, with timber off, price \$20. M. C. WADE, Texarkana, Ark.

FOR SALE

Twenty thousand acres of timberlands in Desha County, Ark.; a fine opportunity for mill owners to secure future supplies. For particulars address, A. MAAS & CO., Memphis, Tenn., sole agents.

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TIMBER ESTIMATING

THOS. J. McDONALD,

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TIMBER ESTIMATORS

Sanborn & Gearhart,

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HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. Lauderburn, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.
Equitable Bldg., Wilmington, Del.

WANTED—LOCUST

1 1/2 x 1 1/2, 28, 34 and 38" long. Also turned locust, 1 3/8 x 32 and 36 and 1 1/2 x 26.

Car lots or less f.o.b. your station. Name price and time of delivery.

E. W. VANDERBILT, 126 Liberty St.,
New York City.

WANTED TO BUY FUEL WOOD

All kinds for shipment to Chicago. Prompt pay, good prices. Write
COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

WANTED—QUARTERED WHITE OAK

1" 1st and 2nd and No. 1 Common, also vertical grain or rift, 8, 9 & 10' to 14' long, inclusive. Could use a few cars all 10'. Write fully describing stock for lengths and average widths. Pay Cash.

E. L. EDWARDS LUMBER CO., Dayton, O.

WANTED TO BUY

2 1/2 x 3 1/2—7' & 8' Clr. Red & White Oak.

3 1/4 x 3 1/2—8' & 8'6" Clr. White Oak.

2 3/4 x 4 1/2—12' Clr. Tough Oak.

1 1/4 x 2 1/4—4'6" & 5' Clr. Oak.

Each item is a separate shipment: write us for orders.

THE PROBST LUMBER COMPANY,
Cincinnati, Ohio.

LUMBER FOR SALE

FOR SALE

KENTUCKY SOFT PLAIN RED OAK

Quantity Description

10,000' 4/4 FAS

12,000' " No. 1 Common

KENTUCKY SOFT PLAIN WHITE OAK

40,000' 4/4 FAS

25,000' " Selects

100,000' " No. 1 Common

1,400' 8/4 No. 1 "

50,000' 4/4 Sound Wormy

50,000' " No. 2 Common

75,000' " No. 3 "

40,000' " No. 4 "

15,000' " Core Stock

KENTUCKY SOFT QTD. WHITE OAK

20,000' 4/4 FAS

25,000' " No. 1 Common

20,000' " No. 2 "

15,000' " Clear Face Strips

KENTUCKY SOFT YELLOW POPLAR

8,000' 4/4 Panel & W. No. 1

30,000' " FAS

15,000' " Selects

20,000' " Saps

50,000' " No. 1 Common

50,000' " No. 2 "

35,000' " No. 3 "

15,000' " No. 4 "

15,000' " No. 1 Strips

KENTUCKY CHESTNUT

2,000' 4/4 FAS

6,000' " No. 1 Common

15,000' " Nos. 3 & 4 Com.

KENTUCKY YELLOW PINE

15,000' 4/4 Mill Run

7,000' 5/4 Com. & Bet.

40,000' 2x4' } 8' to 16'

2x6' }

30,000' 4/4 Log Run

MISCELLANEOUS

Beech & Maple

1,600' " Log Run Ash

3,500' " " Basswood

6,000' " " Walnut

The above stock is ready for prompt shipment; subject to prior sale.

CAN CUT QUICKLY

Sound Square Edged White Oak

8x8 }

10x10 } 10' to 16'

10x12 }

12x12 }

2x6 & Wdr. } 10' to 16'

3x6 & Wdr. }

Wire or write for delivered prices.

AMERICAN LUMBER & MFG. CO.,
Pittsburgh, Pa.

Loans on Timberland

We have internationally recognized facilities based on 37 years' experience in timberland and lumber matters. Long or short terms. Amounts from \$50,000 up, as conditions warrant.

JAMES D
LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

20,000 FT. WISCONSIN
Log run red oak to sell. Lumber located at Kiel, Wisconsin. Address "BOX 97," care HARDWOOD RECORD.

FOR SALE—BIRCH

- 2 cars 10/4 No. 1 Com. & Bet.
- 2 cars 12/4 No. 1 Com. & Bet.
- 2 cars 5/4 No. 1 Com. & Bet.
- 2 cars 4/4 No. 1 Com. & Bet.

Send us your inquiries.

BUFFALO HARDWOOD LUMBER CO.,
940 Seneca St.,
Buffalo, N. Y.

DIMENSION STOCK WANTED

WANTED—CLEAR OAK DIMENSION
1½", 1¾", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. **INDIANA QUARTERED OAK CO.,** 52 Vanderbilt Ave., New York, N. Y.

WANTED TO BUY

- 5 cars 2½x3½—7 & 8' clear Red & White Oak Rims.
- 5 cars 3½x3½—8' clear genuine White Oak Rims.

If interested write for specifications and prices we can pay.

THE PROBST LUMBER COMPANY,
Cincinnati, Ohio.

MACHINERY WANTED**WANTED**

DRY KILN EQUIPMENT (SECOND HAND)
COMPLETE OUTFIT FOR DRYING LUMBER, CONSISTING OF STEAM PIPING AND FITTINGS, LUMBER BUGGIES, RAILS, ETC. MUST BE IN GOOD ORDER; NO JUNK OR SCRAP. SEND COMPLETE DESCRIPTION AND LOWEST CASH PRICE.

CINCINNATI FLOOR CO., 228 W. 4th,
Cincinnati.

VENEERS FOR SALE**FOR SALE**

- 1 car Quartered White Oak Veneer backing boards ¼" to ¾" thick.

W. T. THOMPSON VENEER CO.,
Edinburgh, Ind.

FOR SALE.

1 carload 1/20" sawed quartered oak veneer, 6" and wider, about equal amounts of 36", 38" and 42" lengths. All full sizeitches, cut in dimension lengths in the log, soft texture and well figured. **THE BREECE MFG. CO.,** Kenova, W. Va.

TIMBER FOR SALE**FOR SALE—HALF MILLION**

Feet of elm, basswood and soft maple timber suitable for lumber, veneer logs, bolts and heading. Close to transportation. Very cheap. Write, **GEO. W. ALLEN,** Boscobel, Wis.

MACHINERY FOR SALE**FOR SALE**

- 1 Tower 2 saw trimmer 8 to 18'.
 - 1 3-saw Berlin edger, nearly new.
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 - 1 McDonough band mill 12" saws, 8' wheels, just out of shop.
 - 1 Worthington steam pump 4x5x6" Duplex.
 - 1 Hoyt & Bros. #10 matcher 15", good condition.
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 - 1 #27 Hoyt & Bros. 15" matcher.
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- For full particulars and prices write to
CHAS. W. FISH LUMBER CO., Elcho, Wis.

FOR SALE

One 48" American band resaw rebuilt with four saws and new automatic Eagle sharpener.
One Westcott broom handle lathe rebuilt.
One 8" four side moulder in fine condition.
Lumber trucks, shafting, pulleys, hangers, boxes.
D. C. SHIREY & SON, Youngstown, Pa.

TRACTOR FOR SALE

One Heer road tractor in first-class condition, 24-40 horsepower; wheel tread 14"; double action engine gear, front wheel pull, hind wheels push; weight 10,000 lbs. distributed on four wheels; goes any place a log wagon can; two speeds and reverse; oil burner; regular engine cab. Will be sold at bargain. Also one Lindsay 8 wheel log wagon with 8" tire for use with above tractor.
BUCKEYE VENEER COMPANY, Helena, Ark.

FOR SALE**ROSS ELECTRIC LUMBER TRUCK**

One man with truck can handle 150M feet per day. Machine used less than six months. Good as new. Detailed description and price given upon request; 12" band saw sharpener.

JOHN S. OWEN LBR. CO., Owen, Wis.

LOGGING EQUIPMENT FOR SALE**FOR SALE**

- 1 Barnhart steam log loader; 1 pile driver hammer. **JOHN S. OWEN LBR. CO.,** Owen, Wis.

BUSINESS OPPORTUNITIES**FOR SALE—PLANING MILL**

In eastern Kansas, fully equipped with modern machinery, natural gas and electric power, freight elevator, steam heating and dynamo for lighting. Finest location, on switch, railroad center. Good trade. Brick and cement building 52x130 ft. two floors, besides dry kiln, glue room and lumber sheds. Full information given. Address "BOX 91," care HARDWOOD RECORD.

WISCONSIN & NORTHERN R. R.

solicits correspondence with responsible lumbering firms who are looking for a sawmill location. Territory carries enough virgin timber to supply mills for several years. Choice sites; good logging conditions. For particulars write,

HARRY PETERSON,
Industrial Dept., Wis. & Nor. R. R. Oshkosh, Wis.

FOR SALE

At a very reasonable price, a potash manufacturing firm, fully equipped for business; also supplies of raw material. Good opportunity for anyone interested in the potash business. Address

CIVIC & COMMERCE ASSOCIATION,
Eau Claire, Wisconsin.

MISCELLANEOUS**HARDWOOD SAWDUST WANTED**

We are open for all kinds of dry hardwood sawdust; we buy in carload lots. **NATIONAL SAWDUST CO.,** 102 North 1st Street, Brooklyn, N. Y.

HARDWOODS FOR SALE**LUMBER****ASH**

NO. 1 C. brown and **NO. 1 C.** white, both 4/4" good widths, 50% 14-16", 2 yrs. dry. **ATLANTIC LUMBER CO.,** Buffalo, N. Y.
NO. 2 C. 4/4". **BABCOCK LUMBER CO.,** Pittsburgh, Pa.
FAS ¾", COM. & BTR., black, 4/4. **HOFFMAN BROTHERS CO.,** Ft. Wayne, Ind.
FAS white, 4/4, 5/4, 6/4 & 12/4", 6" & up; **NO. 1 & 2 C.** white, 20/4", 5" & up, 8' long, bone dry; **NO. 1 C.** white, 4/4 & 6/4". **RIELKADEL LUMBER CO.,** Memphis, Tenn.

BASSWOOD

FAS 6/4", NO. 2 C. 5/4 & 6/4. **BABCOCK LUMBER CO.,** Pittsburgh, Pa.
NO. 1 C. 10/4", mostly 5 to 7" wide, usual lgth., 1 to 2 yrs. dry. **BLAKESLEE, PERLIN & DARLING,** Buffalo, N. Y.
FAS 4/4". **BUFFALO HARDWOOD LUMBER CO.,** Buffalo, N. Y.
NO. 1 C. & BTR. 4/4", 10 & 12'; NO. 1 C. & BTR. 5/4"; NO. 1 C. 4/4 & 5/4". **MASON-DONALDSON LUMBER CO.,** Rhinelander, Wis.

BEECH

NO. 3 C., 5/4", reg. width. & lgth., 9 mos. dry;
NO. 3 C., 6/4", reg. width. & lgth., 6 mos. dry;

NO. 2 C. & BTR., 4/4", reg. width. & lgth., 1 yr. dry, full log run. **EAST JORDAN LUMBER CO.,** East Jordan, Mich.
NO. 1 C., 4/4", 10 mos. dry. **G. ELIAS & BRO.,** Buffalo, N. Y.

BIRCH

NO. 1 C., white, 4/4", good widths, 50% 14-16", 2 yrs. dry. **ATLANTIC LUMBER CO.,** Buffalo, N. Y.
LOG RUN, unsel., 8/4". **ATLAS LUMBER & MFG. CO.,** Cincinnati, Ohio.
NO. 3 C., 4/4", reg. width. & lgth., 9 mos. dry. **EAST JORDAN LUMBER CO.,** East Jordan, Mich.
FAS, sel. red, 6/4"; FAS, unsel., 6/4 & 8/4".

HARDWOODS FOR SALE

MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

CLEAR STRIPS, 4/4", 3-5 1/2", std. lgth., 2 yrs. dry; FAS, 4/4-16/4", 6" & up, std. lgth., 1 yr. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CEDAR

RED 4/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

CHERRY

FAS & NO. 1 C., both 4/4", good widths., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

CHESTNUT

FAS, 4/4", good widths., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS & NO. 1 C., both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4 to 8/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS, 4/4", 12" & up, 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 1 C. & BTR., 4/4-8/4", reg. width., std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

COTTONWOOD

NO. 1 C. and NO. 2 C., 4/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

CYPRESS

NO. 1 SHOP 4/4", Miss. stock. ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

ELM—SOFT

LOG RUN 6/4". BLISS-COOK OAK COMPANY, Blissville, Ark.

NO. 1 C., 6/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 1 & BTR. 8/4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

NO. 2 C. & BTR. 12/4", dry. RIEL-KADEL LUMBER CO., Memphis, Tenn.

LOG RUN, 1 1/4" & 1 1/2". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

GUM—SAP

FAS, 4/4"; NO. 1 C., 4/4", 5" & up; NO. 2 C., 4/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS & NO. 1 C., both 4/4-8/4", reg. width. & lgth., 6 mos. dry. BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 4/4, 5/4 & 8/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS, 4/4 & 8/4" reg. width. & lgth., dry. Kraetzer-cured; NO. 1 C., 4/4 & 6/4" reg. width. & lgth., dry. Kraetzer-cured. GEO. C. BROWN & CO., Memphis, Tenn.

NO. 1 C. & NO. 2 C., both 6/4". MEMPHIS BAND MILL CO., Memphis, Tenn.

GUM—PLAIN RED

NO. 2 C., 8/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS, 4/4-8/4", reg. width. & lgth., 8 mos. dry; NO. 1 C., 3/4, 5/4 & 8/4", reg. width. & lgth., 8 mos. dry; NO. 2 C., 4/4, 5/4 & 6/4", reg. width. & lgth., 8 mos. dry. BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4, 5/4, 6/4 & 8/4", reg. width. & lgth., dry. GEO. C. BROWN & CO., Memphis, Tenn.

FAS, 6/4 & 8/4"; NO. 1 C., 4/4 & 8/4". MEMPHIS BAND MILL CO., Memphis, Tenn.

GUM—QUARTERED RED

NO. 2 C., 8/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR., 8/4", reg. width. & lgth., 4 mos. dry, sap to del.; FAS, 4 1/4-8 1/4", reg. width. & lgth., 6 mos. dry; NO. 1 C., 6/4 & 8/4", reg. width. & lgth., 10 mos. dry. BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4, 5/4, 6/4, 8/4, 10/4 & 12/4", reg. width. & lgth., 10 mos. dry. GEO. C. BROWN & CO., Memphis, Tenn.

FAS 6/4", reg. width. & lgth., 5 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

COM. & BTR. 4/4", ran. width. & lgth., 8-12 mos. dry, sliced boards highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS & NO. 1 C., both 8/4". MEMPHIS BAND MILL CO., Memphis, Tenn.

FAS, 8/4", reg. width. & lgth., 8 mos. dry. JAMES E. STARK & CO., Memphis, Tenn.

NO. 1 C. & BTR. 8/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C., 6/4-8/4", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2 to 16/4", plain and figured, Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

MAPLE—HARD

NO. 1 C., 4/4", good widths., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

LOG RUN 8/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. & BTR. 4/4 & 5/4", usual width. and lgth., sap 2 sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR., 4/4 & 8/4", reg. width. & lgth., 11 mos. dry; NO. 1 C. & BTR. QTD., 4/4", reg. width. & lgth., 1 yr. dry; NO. 3 C., 6/4", reg. width. & lgth., 9 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

FAS, 8/4", 6 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 2 C. & BTR., 8/4". KERRY & HANSON FLOORING CO., Grayling, Mich.

NO. 1 & BTR. 6/4 & 8/4"; NO. 2 C. 8/4"; NO. 3 C. 7/4". MASON-DONALDSON LBR. CO., Rhinelander, Wis.

MAPLE—SOFT

NO. 2 & BTR., 1 1/4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

OAK—PLAIN RED

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 10/4", usual width. and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS, 5/4", reg. width. & lgth., dry; NO. 1 & 2 C., 4/4, 5/4, 6/4, 8/4", reg. width. & lgth., dry. GEO. C. BROWN & CO., Memphis, Tenn.

FAS & NO. 1 C. 4/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

NO. 1 C., 4/4", 2 yrs. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS 5/4" & 6/4", reg. width. & lgth., 6 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 5/8"; FAS 5/4", 11" & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.

NO. 2 C. 4/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS, 3/8, 1/2, 5/8 & 4/4"; NO. 1 C., 1/2, 5/8, 4/4"; NO. 2 C., 1/2". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 C., 4/4", 4" & up, 45% 14-16", 18 mos. dry; STEPS, 5/4", 10" & up, reg. lgth., 1 yr. dry. JAMES E. STARK & CO., Memphis, Tenn.

FAS 4/4 & 5/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4-16/4", reg. width., std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 1 1/4". BLISS-COOK OAK CO., Blissville, Ark.

COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

OAK—PLAIN WHITE

FAS 1 1/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 12/4", usual width. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS, 3/4, 4/4, 5/4", reg. width. & lgth., dry; NO. 1 C., 5/4", reg. width. & lgth., dry. GEO. C. BROWN & CO., Memphis, Tenn.

NO. 1 C., 8/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 4/4", reg. width. & lgth., 6 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 4/4", good widths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

NO. 2 C. 4/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS, 8/4", 6" & up, 40% 14-16", 8 mos. dry; NO. 1 C., 8/4", 4" & up, 50% 14-16", 8 mos. dry. JAMES E. STARK & CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4-16/4", reg. width. & lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 4/4". BUFFALO HARDWOOD LBR. CO., Buffalo, N. Y.

FAS, 3/4", 6" & up, 50% & btr., 14 & 16"; FAS 4/4", 6-7 1/2", 50% & btr., 14 & 16"; NO. 1 C. & NO. 2 C., both 4/4", reg. width., 50% & btr., 14 & 16". R. J. DARNELL, INC., Memphis, Tenn.

SEL. 4/4", reg. width. & lgth., 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS & CO., Ft. Wayne, Ind.

FAS 4/4", reg. width. and lgth., 1 yr. dry; NO. 1 C. 4/4" to 5/4", reg. widths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS, NO. 1 C., CLR. STRIPS & COM. STRIPS, all 4/4", reg. width. & lgth., dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS, 5/4", 10" & up, 8-16", 6 mos. dry; FAS, 5/4", 6" & up, 8-16", 6 mos. dry. JAMES E. STARK & CO., Memphis, Tenn.

FAS & NO. 1 C., both 4/4". STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR. 5/8-16/4", std. width. & lgth., 18 mos. dry. YEAGER LBR. CO., Buffalo, N. Y.

OAK—MISCELLANEOUS

BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS, pl. R. & W., 5/8", 6-8 1/2", 50% & btr., 14-16"; FAS, pl. R. & W., 3/4", 6-8 1/2", 12" & shorter; NO. 1 C. pl. R. & W., 5/8", 4-8 1/2", 50% & btr., 14-16"; NO. 2 C. pl. R. & W., 5/8", 3-8 1/2", 50% & btr., 14 & 16". R. J. DARNELL, INC., Memphis, Tenn.

CROSSING PLANK, mixed, 12/4", 8-12", reg. lgth., 2 yrs. dry; NO. 3 C., red and white, 4/4", reg. width. & lgth., 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.

NO. 2 C., 8/4", reg. width. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

CROSSING PLANK, red and white, 12/4", dry. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

POPLAR

FAS 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8"; COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4", 7" & up, 50% 14 & 16", 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR., 5/8 & 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 5/8-16/4", std. width. & lgth., 18 mos. dry. YEAGER LBR. CO., Buffalo, N. Y.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16", 6 mos. dry, largely 14 & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

WALNUT

NO. 2 C. 4/4", usual width. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FLOORING—MAPLE

PRIME 1-1/16x4", 13/16x4"; FCTY, 1/16x2 1/4"; NO. 1 13/16x1 1/2"; CLEAR 13/16x1 1/2", 14/16x 3/4". KERRY & HANSON FLOORING CO., Grayling, Mich.

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VENEER—FACE GUM—RED

QTD., FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3/16" and 1/4", 20" wide, 60" long, kiln dried, rotary cut; FAS, QTD, FIG., 1/8", 6" & up, 12 to 16, kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

MAHOGANY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS RED, 1/8", 6" & up, 12 to 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS, WHITE, 1/20", 1/16", 6" & up wide, 8' & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

CLEAR 1/8", 12 to 16", 14', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD., cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & fig., rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD, FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, Good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

WALNUT

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

NORTHERN MANUFACTURERS

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

We have the following dry stock to offer:

One Car of
10/4" No. 3 Common
Rock Elm

Let us have your inquiries.

FOSTER BROS., Tomahawk, Wis.
WISCONSIN AND MICHIGAN HARDWOODS

We Offer for Prompt Shipment

600 M feet 4/4 No. 2 C. & B. Beech
34 M feet 5/8 No. 3 C. Beech
19 M feet 4/4 No. 3 C. Beech
150 M feet 6/4 No. 3 C. Beech
52M feet 4/4 No. 2 C. & B. Birch
32 M feet 4/4 No. 3 C. Birch
128 M feet 3/4 No. 2 C. & B. Beech
150 M feet 3/4 No. 2 C. & B. Maple
50 M feet 5/4 No. 2 C. & B. Maple

DRY STOCK

Write us for prices today

East Jordan Lumber Co.

Manufacturers "IMPERIAL" Maple Flooring

East Jordan

Michigan

VON PLATEN LUMBER COMPANY

Iron Mountain, Mich.

HAVE FOLLOWING STOCK AT
IRON MOUNTAIN, CAR SHIPMENTS:

50 M 5/4 No. 1 & 2 Common MAPLE.
50 M 7/4 No. 1 Common & Better MAPLE.
50 M 8/4 No. 2 Common & Better MAPLE.
50 M 12/4 No. 3 Common MAPLE.

ATTENTION

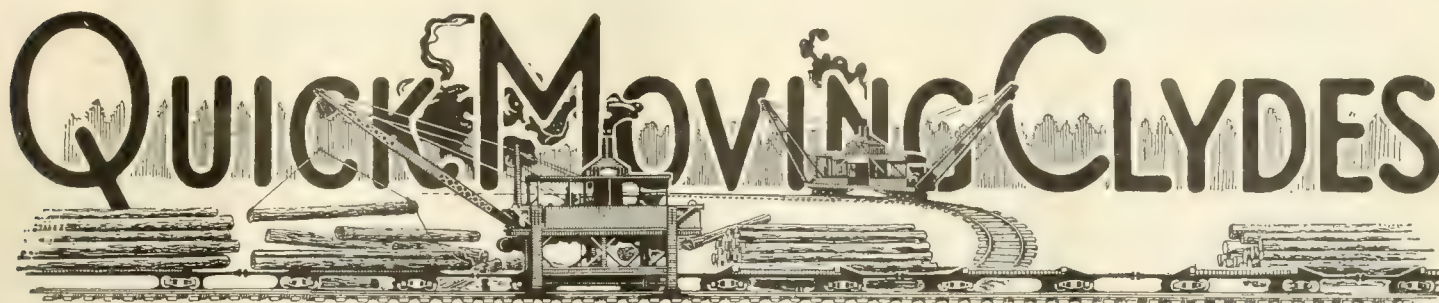
"CHIEF BRAND" Maple and Birch Flooring

in all standard widths, grades and thicknesses, is just what you are looking for on that particular order. Write us, and we will convince you.

Kerry & Hanson Flooring Co.
Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

QUICK MOVING CLYDES



The Human Element in a Logging Operation



FOUR LOGS ON TWO LINES

THIS CLYDE SKIDDER HELPS "THE HUMAN ELEMENT"

The personal relation of the superintendent to his men exercises a great influence upon every logging operation; often deciding its success or failure.

This topic is touched upon in the leading article in LOGGING for April 1917.

There is also an interesting story of old New Orleans.

SEND FOR A SAMPLE COPY
AND READ BOTH STORIES

CLYDE IRON WORKS

*Manufacturers of
Quick-Moving Clyde Logging Machinery*

DULUTH, MINNESOTA

U. S. A.

BUFFALO

The Foremost Hardwood Market of the East

**Standard Hardwood
Lumber Co.**
OAK, ASH AND CHESTNUT
1075 Clinton Street

T. SULLIVAN & CO.
Hardwoods
Ash and Elm
NIAGARA—CORNER ARTHUR

Atlantic Lumber Company
HARDWOODS
WEST VIRGINIA SOFT RED AND WHITE OAK
Our Specialty: West Virginia and Pennsylvania Cherry
1055 Seneca Street

Taylor & Crate
HARDWOODS OF ALL KINDS
A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards
Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller
*Hardwoods
of All Kinds* 1142 Seneca St.

G. ELIAS & BRO.
HARDWOODS
White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring
955-1015 Elk Street

Hugh McLean Lumber Co.
OUR SPECIALTY:
QUARTERED WHITE OAK
940 Elk Street

Yeager Lumber Company
INCORPORATED
EVERYTHING IN HARDWOODS
932 Elk Street

BUFFALO HARDWOOD LUMBER CO.
SPECIAL FOR SALE
1½" to 3" No. 1 Com. & Better Dry Birch
Hardwoods & Cedar Plain and Qrtd. Oak has
been our hobby for years
We want White Ash, all grades, 1 to 4" thick

Blakeslee, Perrin & Darling
A Complete Stock of Seasoned Hardwoods
including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.
1100 Seneca Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



FIVE MILLS SEVENTY FIVE MILLION FEET

Rayville, La.
Vicksburg, Miss.

Madison, Ark.
Memphis, Tenn. (2)

Guarantee you an adequate and
constant source of supply for

Ash, Elm, Cottonwood, Gum, Oak

Link your organization to ours—tie your factory to an establishment whose facilities and resources are so complete as always to be in a position to furnish your full requirements—let us blaze for you

An Open Road to Your Base of Supplies

This is but the foundation upon which ATCO EXCEPTIONAL SERVICE is based; for coupled with the facilities for service is the true desire to Serve Well—to furnish you lumber of the grade and quality your particular work demands—to give you an honest return for your investment.

This is what we mean by the If-I-Were-You code—THE GOLDEN RULE STANDARD.

ANDERSON-TULLY COMPANY MEMPHIS

Chicago Office
GEORGE B. OSGOOD
Pecples Gas Bldg.

Grand Rapids, Mich., Office
FRANK B. LANE
Housman Bldg.



All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Preparedness

We have mobilized for an emergency

It is well that consumers of lumber familiarize themselves with conditions for an emergency.

If So

When the crisis comes and you need dry, well manufactured lumber and need it badly, you are prepared, having familiarized yourselves with the quality and character of lumber produced by

STIMSON MILLS

J. V. Stimson.....Huntingburg, Ind.
Stimson Veneer & Lbr. Co.....Memphis, Tenn.
J. V. Stimson Hardwood Co., Memphis, Tenn., & Helena, Ark

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of

SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD		OAK	
3 cars 1" boxboards, 8" to 12"		5 cars 1" Fas. Plain Red	
4 cars 1 1/2" No. 1 common.		3 cars 1 1/2" Fas. Plain Red	
2 cars 1 1/2" Fas.		3 cars 1 1/2" Fas. Plain Red	
3 cars 2" Fas.		5 cars 1" No. 1 Com. Plain Red	
GUM		2 cars 1 1/2" No. 1 Com. Pl. Red	
5 cars 1" boxboards, 13" to 17"		1 car 1 1/2" No. 1 Com. Pl. Red	
5 cars 1" boxboards, 8" to 12"		ASH	
6 cars 1" Fas. Sap.		2 cars 1" Fas. White	
5 cars 1" No. 1 Com. Sap.		1 car 1 1/2" Fas. White	
5 cars 1 1/2" Fas. Sap.		3 cars 1" No. 1 Com. White	
2 cars 1" No. 1 Com. Red.		ELM	
1 car 1 1/2" Fas. Red.		2 cars 2" Log Run	
2 cars 1 1/2" No. 1 Com. Red.		1 car 2" Log Run	
2 cars 2" Fas. Quartered Red.		3 cars 3" Log Run	
1 car 2" No. 1 Com. Qtd. Red.			

ORDER NOW WHILE WE HAVE A SUPPLY OF EMPTY CARS.
NEXT MONTH THE CROPS WILL BE MOVING AND CARS
FOR LUMBER LOADING WILL BE SCARCE.

WE are prepared to accept orders for immediate shipment of the following items:

200 M Feet 4-4 No. 1 Com. Plain White Oak

200 M Feet 4-4 No. 2 Com. Plain Red Oak

200 M Feet 4-4 No. 2 Com. Gum

A heavy inbound movement insures fair car supply.

LAMB-FISH LUMBER COMPANY

"The Largest Hardwood Mill in the World"

Charleston, Miss.

Aardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, OCTOBER 10, 1917

Subscription \$2.
Single Copies, 15 Cents.

New Facilities Enable Us to Get Out Hitherto Inaccessible Fine Walnut Logs

We are putting out one-half million feet of very choice walnut logs at our Lawrence, Kansas, yards where this picture was taken.

The truck has proven so successful in helping us reach scattered trees that we will shortly put on several more. Note the exceptional quality the logs show. It is easy to keep supplied with this kind with a battery of trucks for hauling.

Just another mark of Penrod efficiency made possible by long years of experience and careful study.

Penrod Walnut & Veneer Co.
Kansas City, Missouri, U. S. A.

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—Manufacturers of—
HARDWOODS

ESTABLISHED 1798

Large and well selected
stock for prompt shipment

J. Gibson McIlvain & Company
Philadelphia, Pennsylvania

The Golden Rule Quality

THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Rotary Gum Core Stock
Built-up Panels
Drawer Bottoms
Crossbanding

Chicago Office
GEORGE B. OSGOOD, Peoples Gas Bldg.
Grand Rapids, Mich., Office
FRANK B. LANE, Houseman Bldg.



Saw Mill

Planing Mill

R. HANSON & SONS

GRAYLING MICHIGAN

Michigan Hardwoods
Make Steady Customers
 White Pine, Norway, Hemlock

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
 Maple and Beech but
 runs largely Maple

Mitchell Brothers Co.
 Sales Department, Cadillac, Michigan

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale-
 salers of All Kinds of

"If Anybody Can,
 We Can"

HARDWOODS

West Virginia Spruce and Hemlock
 Long and Short Leaf Pine Virginia Framing

Finance Building PHILADELPHIA

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C.	{ MILLS }	Porterwood, W. Va.
Jacksonville, N. C.		Wildell, W. Va.
Hertford, N. C.		Mill Creek, W. Va.

Willson Bros. Lumber Co.
 MANUFACTURERS

MAIN OFFICE: PITTSBURGH, PA.

BUFFALO

The Foremost Hardwood Market of the East

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm, Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

Standard Hardwood Lumber Co.

OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO. *Hardwoods*

Ash and Elm

NIAGARA—CORNER ARTHUR

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Taylor & Crate HARDWOODS OF ALL KINDS

A stock of 15,000,000 to 20,000,000 feet of hardwoods carried at all times at our two big Buffalo Yards

Established 50 Years' Rail or Cargo Shipments

Miller, Sturm & Miller

Hardwoods

of All Kinds

1142 Seneca St.

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber, Timber, Millwork, Boxes, Maple and Oak Flooring

955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

1 1/4" to 3" No. 1 Com. & Better Dry Birch

Hardwoods & Cedar

Plain and Qrtd. Oak has been our hobby for years

We want White Ash, all grades, 1 to 4" thick

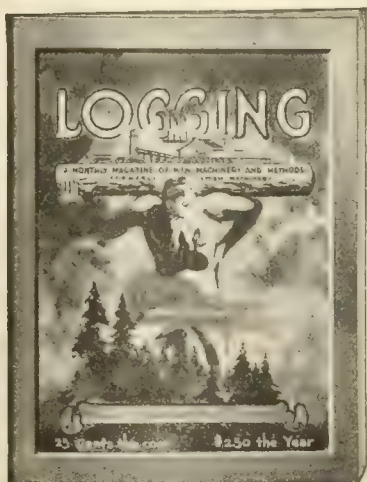
The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

Three Great Logging Conventions

The Pacific Logging Congress meets this year at Seattle, Wash., on October 18th, 19th and 20th.

The Appalachian Logging Congress meets at Knoxville, Tenn., on October 19th and 20th.

The Southern Logging Association meets at New Orleans, La., on October 24th, 25th and 26th.



FULL REPORTS OF
ALL THREE WILL
APPEAR IN LOGGING
FOR NOVEMBER &
DECEMBER, 1917

Send for sample copies of these two numbers—they will cost you nothing and the **ideas** they will contain may be worth thousands to you in addition to helping you to meet Wartime emergencies in the one best way.

CLYDE IRON WORKS

MANUFACTURERS OF LOGGING MACHINES
DULUTH, MINNESOTA

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

"USE OAK"

* Has Individual Display Ad on Page Designated.

Cromwell Character Counts
Special 5 & No. 2 & No. 3 Com. Oak
CROMWELL HDWD. LUMBER CO.
Manufacturer Montgomery, ALABAMA

Oak lumber in commercial quantities is produced by forty states, and more than 18,000 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft-toned Oak waistscoting? Try it and then tell your customers about it.

(See page 10)
Fine Veneers and Hardwood Lumber
Wood-Mosaic Company, Inc.
New Albany, Ind.
Manufacturer

(See page 16)
Veneers and Hardwood Lumber
Hoffman Brothers Company
Manufacturer Ft. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

A & B (See page 40)
Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
Manufacturer North Vernon, INDIANA

Everyone KNOWS what OAK is; that is why it is so easy to sell Oak goods.

There will always be a market for all the Oak our sawmills have any right to cut.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Not one of them possesses much value as a source of lumber.

(See page 10)
Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Veneers
Greencastle, Ind.

No one should fancy that the "peach oak" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak, because the foliage resembles that of willow.

(See page 43)
We have to offer at present 1 car 3 4 FAS Quartered White Oak, 1 car 4 4 No. 1 C & Bet Quartered Red Oak
SAVIN-ROACH LUMBER CO.
Manufacturer Seymour, INDIANA

(See page 32)
J. V. Stimson
Manufacturer and Wholesaler Hardwood Lumber
Huntingburg, Indiana

The oldest oak tree still standing (if tradition is true) is known as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in its shade, as the story goes, the event must have occurred 4,000 years ago.

B—**KENTUCKY LUMBER COMPANY**
500,000 ft. 4 4 Select Plain Red & White Oak
100,000 ft. 4 4 No. 1 C Plain Red & White Oak
15,000 1 4 1s & 2s Qtd. White Oak
Manufacturer Lexington, KENTUCKY

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

(See page 10)
W. P. Brown & Sons Lumber Co.
9 Band Mills manufacturing hardwoods
Louisville, Ky.

Band Sawn, Steam Dried, Arkansas Hardwoods
Edgar Lumber Company
Wesson, Arkansas

When artists of the Middle Ages chose a wood for high class carving, such as cathedral doors, altars, and architraves, they almost invariably selected oak.

(See page 15)
Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

(See page 10)
J. W. Wheeler & Co.
Manufacturers Band Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
Memphis, Tennessee

Manufacturers of staves for barrels intended to contain alcoholic liquors prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Manufactured and Well Taken Care of. Write us for prices in anything in hardwoods.
THE FERD BRENNER LUMBER COMPANY,
Alexandria, LOUISIANA

(See page 14)
Plain and Quarter-Sawn Oak a Specialty
Little Rock Lumber & Mfg. Co.
Maker of Band Sawn Hardwoods
Little Rock, Arkansas

The value of oak crossties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds spikes well and resists decay.

For anything in OAK write these representative firms

B & C
Manufacturers Band Sawn Plain and Quartered Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

5 cars 4 4 White Oak FAS & No. 1 C
10 cars 5 4 Plain Red Oak Steps FAS & No. 1 C
WILLIAMSON-KUNY MILL & LUMBER CO.
Manufacturer, Mound City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills, and many Southern lumbermen have never seen it.

Special—500,000 ft. 4 4 FAS Plain White & Red Oak
LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

(See pages 12 & 41)
Paepcke Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building,
Manufacturer Chicago

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

The following is ready for prompt shipment:
60,000' 3 1/2" FAS Quartered White Oak
75,000' 4 4" No. 1 Com. Qtd. White Oak, 10' & up.
50,000' 4 4" FAS Quartered Red Oak
BEDNA YOUNG LUMBER CO.
Jackson, TENNESSEE

We Manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

B—
We specialize in White and Red Oak and in Quartered Oak. We ship your orders.
ALEXANDER BROTHERS,
Manufacturers, Belzoni, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood. The remaining 40 per cent is used in its rough form.

Yellow oak is the best named of all the oaks. The inner bark is yellow and was a reliable dye material in pioneer times, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock cut from our Virgin Timber on modern band mills
THISTLEWAITE LUMBER COMPANY,
Manufacturer Washington, LOUISIANA

B, C
Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Philipp, Mississippi

Poets have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for an oak, based on a count of the annual growth rings.

A, B & C—
Dermott Land & Lumber Company
Manufacturers Southern Hardwoods
Mills, Dermott, Ark.
Sales Office, Railway Exchange Bldg., Chicago, Ill.

A, B & C (See page 38)
ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park Place, Ark. Write Arlington KENTUCKY

The shingle oak was not so named because it was particularly good for shingles, but because its leaves are so arranged on the twig that their edges overlap and occur in the order of shingles on a roof.

A, B, C—
M. E. Leming Lumber Company
Cape Girardeau, Mo.
Manufacturer of Soft Textured Oak, Good Grades

(See page 42)
6,000,000 Feet of Oak Always on Hand in 1 to 2" Stock
BLISS-COOK OAK COMPANY,
Manufacturer Blissville, ARKANSAS

The turkey oak in the South received that name at an early period because its acorns were small and were easily eaten by wild turkeys. They likewise furnished an important supply of food for wild pigeons.

(See page 15)
All stock graded up to quality—knocked down to price
UTLEY-HOLLOWAY LUMBER COMPANY
Conway Building
Manufacturer Chicago, ILLINOIS

Specials
150,000 ft. 5 4 FAS Plain Red Oak
21,000 ft. 8 4 FAS Plain Red Oak
200,000 ft. 8 4 FAS Qtd. Red Gum
Climax Lumber Company, Ltd.
Manufacturer St. Landry, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing tracts of live oak timber in the Southern states to guard against scarcity of material for ships.

Band Sawn, Equalized, Forked Leaf White Oak
Thin Oak and Ash Specialties
MANNFIELD HARDWOOD LUMBER CO.
Manufacturer Winnfield, LA.

It has been found out that the famous "Charter Oak" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

70% 14 and 16' long Band Sawn Plain Red Oak.
HOLLY RIDGE LUMBER CO.
Manufacturer Louisville, KENTUCKY

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them. For that reason it bears its name.

B & C—
Hyde Lumber Company
High Grade Lumber
South Bend, Indiana
Band Mills: Arkansas City, Ark. Lake Providence, La.

Colfax Hardwood Lumber Co.
Manufacturer Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the proper form when steamed, and holds that form ever after.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Kiln Dried Sticks a Specialty
Manufacturer

The hardness of oaks vary as much as 50 per cent when they are compared among themselves, and there is no less difference among different species when their strength is under consideration.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

"USE OAK"

* Has Individual Display Ad on Page Designated.

(*See page 12)

Long-Bell Lumber Company

Band Saw Operators in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15 years' supply assured by 32,000 acres Virgin St. Francis Basin Timber, largely Oak.

Tschudy Lumber Company,
Manufacturer, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as lignum vitae; the strongest is weaker than locust; the heaviest is lighter than mangrove; but in average of good qualities it would be hard to find a wood superior to oak.

B, C—
We have a fine stock of 4/4 No. 1 Com. Plain White Oak; 4 1/4 FAS Quartered White Oak.

GALLOWAY-PEASE COMPANY,
Manufacturer, Poplar Bluff, MISSOURI

The scarcest of all the oaks of the United States are believed to be Bartram oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

(*See page 16)
We carry a complete stock of plain and quartered Red and White Oak in all specifications. Our facilities for prompt shipments are second to none.
BAKER-MATTHEWS LBR CO., Sikeston,
Chicago, Ill. Manufacturer MISSOURI

Why do your children like Oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

C—
Special
1 car 6/4x20" Qtd. Red Oak Seat Stock
1 car 6/4x18" Qtd. White Oak Seat Stock
1 car 4/4x12" & wdr. Plain Oak
ARKLA LBR. & MFG. CO.,
St. Louis, MISSOURI

A, B & C—
Triple Band of
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

J. A. Holmes Lumber Company

Wholesale Dealers in Hardwoods and Pine Lumber
St. Louis, Missouri

White Oak Dimension Timber. Specialties in Wood
Parkersburg Mill Company
Manufacturer
Parkersburg, W. Va.

(*See page 11)

J. H. Bonner & Sons

Manufacturers Band Sawn Hardwood Lumber
Memphis, Tenn. Mill: Jonquil, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C—
Carr Lumber Company, Inc.
Baltimore Hardwoods
Pisgah Forest, N. C.
Manufacturer

A & C—
Oak Dimension, Special Sizes, Clear, Plain & Qtd. Oak, in stock and cut from dry lumber.
RACINE LBR. & MFG. CO., WIS.
Racine,

100,000 ft. 1" 1s & 2s Qtd. White Oak
50,000 ft. 1" No. 1 Com. Qtd. White Oak, 8" & wdr.
JOHN B. RANSOM & CO.,
Manufacturer, Nashville
Everything in lumber TENNESSEE

The "Conestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

Alton Lumber Company

Manufacturers and Wholesale Dealers in Hardwoods.
Manufacturer, Buckhannon, W. VA.

Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height. They rival the artificial dwarfed trees of Japan.

(*See page 11)

Goodlander-Robertson Lumber Co.

Manufacturer of Hardwoods
Memphis, Tennessee

(*See page 8)

Band sawn lumber, thick stock and timbers. The texture of our mountain oak is famous. Try it.

VESTAL LBR. & MFG. CO., TENNESSEE
Manufacturer, Knoxville,

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oaken Bucket" was made of white oak or of red oak.

We have for fall shipment large stock of 10/4 and 12 1/4 C & Bet. Oak; other thicknesses from 4.4 to 8/4 in all grades.

FARRIS HARDWOOD LUMBER CO.,
Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.

LOVE, BOYD & CO.,
Manufacturer, Nashville, TENNESSEE

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oaks measure fairly well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK write these representative firms

(*See page 12)

QUARTERED OAK OUR SPECIALTY

Memphis Band Mill Company

Manufacturer, Memphis TENNESSEE
Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

Specials On
3 cars 4/4 No. 1 Com. Qtd. Red Oak
2 cars 4 1/4 No. 2 Com. Qtd. Red Oak
BAYOU LAND & LUMBER CO., OHIO
Manufacturer, Cincinnati,

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of Solomon because he did not use oak instead of cedar in his temple.

(*See page 43)

C. Crane & Co.

Hardwood Lumber

Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from *quercus rubra* to *quercus borealis*. The old must be forgotten and the new learned.

Manufacturers of Plain and Quartered Oak also
Oak Timbers and Bridge Plank
SABINE TRAM COMPANY, TEXAS
BEAUMONT.

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter. The wood is valuable chiefly for fuel. It is soft and brash.

(*See page 56)

Nice stock of dry 4/4, 5/4 & 6/4 Plain Red and White Oak on hand at Burdette, Ark., for prompt shipment.
THREE STATES LUMBER CO. TENNESSEE
Manufacturer, Memphis

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf. The wood has little value for anything, not even for fuel.

B & C—
We Manufacture Hardwood From Fine West Virginia Timber.
WARN LUMBER CORPORATION W. VA.
Raywood,

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer

Oak makes "the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?"

A, B & C—
W. M. Ritter Lumber Company
Manufacturer Hardwoods
Columbus, Ohio

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & B—
If you want Sound, Soft Textured White & Red Oak, both in Plain and Quartered, write
DUHLMEIER BROTHERS & CO., OHIO
Manufacturers, Cincinnati

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kiln of the
Williams Lumber Company
is located at
Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly loaded in cars.
CLAY LUMBER COMPANY, W. VA.
Manufacturer, Middle Fork,

A & C—
Manufacturers of Hardwood Lumber; also Millwork, Finish, Trim and Oak Flooring.
WEST VIRGINIA TIMBER CO., W. VA.
Charleston,

A— 150,000 ft. 4 1/4 No. 2 Com. Plain Oak
Specialists in Bone Dry, Good Widths & Lengths—
Prompt Shipment
BARR-HOLADAY LUMBER CO., OHIO
Manufacturer, Greenfield,

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 200,000 acres of the finest Oak in West Virginia. For the very best, try
AMERICAN COLUMN & LUMBER CO., W. VA.
Manufacturer, St. Albans,

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

(*See page 8)

Babcock Lumber Company

Pittsburgh, Pa.

Annual Capacity, 150,000,000 Feet
Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company

Sales Office—Clarksburg, W. Va.
Band Mills—Curtin, Coal Sid-
ing and Hominy Falls. W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Specialties

Quarter-sawn White Oak, Plain Red and White Oak
C. L. RITTER LUMBER COMPANY,
ROCKCASTLE LUMBER COMPANY,
Manufacturers, Huntington, W. Va.

(*See page 39)

Kentucky Soft Texture White Oak, Red Oak and Poplar. High-class, sound, square edged White Oak Timbers, 10x16 ft.
AMERICAN LBR. & MFG. CO., Pittsburgh,
Manufacturer and Wholesaler PENNSYLVANIA

Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

KNOXVILLE, Tennessee

Is at Your Service

IF YOU have ever used any hardwood lumber from east Tennessee you are already familiar with its nature-endowed qualities. We are not going to claim any credit for the many points of perfection, for the trees simply grew that way and all we are doing is to offer you the boards as nature made them—the growing conditions are such that inferior color and texture are impossible.

But there is another point which is concerning users these days and concerning them very seriously. That is the question of service.

While no mill can honestly claim that it can make just as good deliveries and offer just as good service as under normal conditions, we sincerely believe that having no concern with high water or low water, of too much snow or too little snow, operators in this territory have fared better probably than in almost any other big hardwood producing region.

So you can be assured—absolutely assured—of the quality of the lumber; you can feel confident of getting probably a little better service than it is the good fortune of almost any other section to be in position to offer under present conditions, and you can know that thoroughly modern equipment and methods are behind every board of stock that goes out from this region.

Try Knoxville for

OAK

WALNUT

POPLAR

CHESTNUT

Hickory, Cedar, Ash, Basswood, Beech, Maple

Write

THE BABCOCK LUMBER & LAND CO.....Marysville, Tenn.
(Main Office, Pittsburgh, Pa.)

LITTLE RIVER LUMBER COMPANY.....Townsend, Tenn.

VESTAL LUMBER & MFG. COMPANY....Knoxville, Tenn., Fonde, Ky.

J. M. LOGAN LUMBER COMPANY.....Knoxville, Tenn.

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Vehicle Woods from Memphis District

III

(Continued from last issue)

Relatively few kinds of lumber are suitable for wagon box boards. Several qualities must be taken into consideration, and the grading rules are strict. The wood ought to be reasonably light; it should be of fine grain so that it will dress smooth; it ought to take and hold paint well; it ought to be rather hard in order to resist wear; and, of course, it should not warp badly or split and check during weather changes. The difficulties of finding all of the qualities present in a single wood are responsible for the short list of woods suitable for wagon box boards. The country has been pretty well searched for material that will meet these requirements. Boards are wanted from thirteen to seventeen inches wide and long enough for a wagon bed.

The Memphis region produces three woods available for such box boards. They are tupelo, cottonwood and red gum. Several others are occasionally employed but the demand for them is not large.

Tupelo or cotton gum has taken the place of yellow poplar as a box board wood to some extent. Poplar is less plentiful than formerly and of higher price, and tupelo closely resembles it in appearance. Cottonwood stands on its own merits and is not thought of as a substitute for anything. It is light and tough, has a smooth grain, and paints well. The fertile lands along the lower Mississippi and its tributaries produce the finest cottonwood for box boards. Willow growing in the same situations is nearly as good and it is received without prejudice in many vehicle factories. Red gum has come into extensive use as wagon bed material in recent years. Formerly it was objected to because the processes of successful seasoning were not understood; but that has now been remedied, and red gum box boards rank as high as yellow poplar and white pine ever ranked in the days when those timbers were abundant in the highest grades. The large sizes of red gum trunks make it easy to procure the broad boards demanded for beds of farm wagons.

MEMPHIS



Send in your order now for

20,000 ft. Qtd. W. Oak 1 & 2 1/2"	19,000 ft. Qtd. R. Gum 1 & 2 4/4"
12,600 ft. Qtd. W. Oak No. 1 C 5/8"	67,500 ft. Qtd. R. Gum No. 1 C 4/4"
11,900 ft. Sound Wormy Oak 4/4"	32,300 ft. Qtd. R. Gum No. 1 C 5/4"
14,100 ft. Qtd. W. O. Strips Clear 2 1/2 & 3"	10,300 ft. Qtd. R. Gum 1 & 2 6/4"
56,500 ft. Qtd. W. O. Strips Sap 2 1/2 & 3"	9,100 ft. Qtd. R. Gum No. 1 C 6/4"
9,800 ft. Pl. W. Oak 1 & 2 1/2"	176,500 ft. Qtd. R. Gum 1 & 2 8/4"
42,300 ft. Pl. W. Oak No. 1 C 1/2"	97,000 ft. Qtd. R. Gum No. 1 C 8/4"
9,500 ft. Pl. W. Oak No. 1 C 5/8"	62,000 ft. Qtd. R. Gum Com. & Bet. 8/4"
12,700 ft. Pl. Red Oak 1 & 2 5/8"	145,000 ft. Qtd. R. Gum Com. & Bet. 3"
4,800 ft. Pl. Red Oak No. 1 C 5/8"	32,500 ft. Qtd. Fig. R. Gum 1 & 2 4/4"
15,800 ft. Pl. Red Oak 1 & 2 3/4"	19,500 ft. Qtd. Fig. R. Gum No. 1 C 4/4"
54,200 ft. Pl. Red Oak 1 & 2 4/4"	7,500 ft. Pl. R. Gum 1 & 2 4/4"
41,000 ft. Pl. Red Oak Step 11-15 5/4"	23,000 ft. Pl. R. Gum No. 1 C 4/4"
21,800 ft. Pl. Red Oak Sd. Wormy RO 4/4"	22,500 ft. Pl. R. Gum 1 & 2 5/4"
14,000 ft. Qtd. R. Oak 1 & 2 5/4" 10 & up	39,500 ft. Pl. R. Gum No. 1 C 5/4"
	14,000 ft. Pl. R. Gum 1 & 2 8/4"
	15,000 ft. Pl. R. Gum No. 1 C 8/4"

The Mossman Lumber Co.

Quick Shipment Offered on the Following:

PLAIN RED GUM	PLAIN SAP GUM
30,000 ft. 4/4" No. 1 Com.	100,000 ft. 3/4" No. 1 C.
250,000 ft. 5/4" C. & Btr.	50,000 ft. 4/4" No. 1 C.
225,000 ft. 6/4" C. & Btr.	350,000 ft. 5/4" C. & Btr.
14,000 ft. 8/4" C. & Btr.	800,000 ft. 6/4" C. & Btr.
QUARTERED RED GUM	QUARTERED SAP GUM
9,750 ft. 4/4" C. & Btr.	600,000 ft. 6/4" C. & Btr.
290,000 ft. 8/4" C. & Btr.	650,000 ft. 8/4" C. & Btr.

LET US QUOTE YOU

GAYOSO LUMBER CO.

BLAINE, MISS. BANDMILLS MEMPHIS, TENN.

Regular Length—Dry

WHITE ASH	1 car 8/4" 1s & 2s, 10" & up, 14 to 16 ft.
2 cars 4/4" 1s & 2s, 6" & up.	1 car 10/4" 1s & 2s, 10" & up, 19 to 16 ft.
2 cars 5/4" 1s & 2s, 6" & up.	1 car 12/4" 1s & 2s, 10" & up, 10 to 16 ft.
5 cars 8/4" 1s & 2s, 6" & up.	2 cars 12/4" 1s & 2s, 12" & up, 10 to 16 ft.
1 car 4/4" 1s & 2s, 6" to 10", 14 to 16 ft.	1 car 6/4" 1s & 2s, 12" & up, 10 to 16 ft.
1 car 8/4" 1s & 2s, 6" to 10", 14 to 16 ft.	1 car 4/4" 1s & 2s, 2 1/2" to 5 1/2", 8 to 16 ft. strips
1 car 5/4" 1s & 2s, 10" & up, 8 to 16 ft.	6 cars 4/4" 1s & 2s, 3" & up.
1 car 6/4" 1s & 2s, 10" & up, 8 to 16 ft.	2 cars 5/4" 1s & 2s, 3" & up.
2 cars 8/4" 1s & 2s, 10" & up, 8 to 16 ft.	2 cars 6/4" 1s & 2s, 3" & up.
1 car 4/4" 1s & 2s, 10" & up, 14 to 16 ft.	5 cars 8/4" 1s & 2s, 3" & up, 8 to 12 ft.

DUDLEY LUMBER CO., Inc.

The Following Items Are Ready for Prompt Shipment

QTD. WHITE OAK	SAP GUM
2 cars 1 & 2s, 4/4"	3 cars 1 & 2s, 4/4"
7 cars No. 1 Com., 4/4"	2 cars 1 & 2s, 5/4"
2 cars Clear Strips, 4/4"	5 cars No. 1 Com., 4/4"
2 cars No. 1 Com., strips, 4/4"	2 cars No. 2 Com., 4/4"
QTD. RED OAK	COTTONWOOD
3 cars No. 1 & 2s, 4/4"	3 cars No. 1 Com., 4/4"
1 car No. 1 Com., 4/4"	3 cars No. 2 Com., 4/4"
PLAIN WHITE OAK	PANEL COTTONWOOD
1 car 1 & 2s, 4/4"	1 car 18" and up, 4/4"
2 cars No. 1 Com., 4/4"	ELM
PLAIN RED OAK	4 cars No. 2 & Btr., 4/4"
1 car 1 & 2s, 4/4"	3 cars No. 2 & Btr., 10/4"
8 cars No. 1 Com., 4/4"	3 cars No. 2 & Btr., 12/4"
2 cars No. 3 Com., 4/4"	2 cars No. 2 & Btr., 16/4"
QTD. RED GUM	QTD. SYCAMORE
2 cars 1 & 2s, 4/4"	1 car Log run, 4/4"
5 cars No. 1 Com., 4/4"	
1 car 1 & 2s, 6/4"	
1 car 1 & 2s, 5/4"	

J. V. Stimson Hardwood Co.

Send us your inquiries now

SAP GUM	22,000 ft. FAS, 1/2", 6" & up, 6 mos. dry.
300,000 ft. FAS, 4/4", 6" to 12", 60%, 14/16, 6 mos. dry.	65,000 ft. FAS, 5/8", 6" & up, 8 mos. dry.
150,000 ft. FAS, 3/4", 6" to 12", 60%, 14/16, 8 mos. dry.	QUARTERED RED GUM
150,000 ft. No. 1 C, 6/4", reg. width., 60%, 14/16, 6 mos. dry.	45,000 ft. No. 1 C, 4/4", reg. width., 60%, 14/16, 6 mos. dry.
290,000 ft. No. 1 C, 4/4", reg. width., 60%, 14/16, 6 mos. dry.	60,000 ft. No. 1 C & Btr., 3/4", reg. width., 60%, 14/16, 8 mos. dry.
300,000 ft. No. 2 C, 4/4", reg. width., 60%, 14/16, 6 mos. dry.	QUARTERED RED OAK
PLAIN RED GUM	15,000 ft. No. 1 C & Btr., 3/4", reg. width., 60%, 14/16, 6 mos. dry.
12,000 ft. FAS, 3/8", 6" & up, 6 mos. dry.	10,000 ft. No. 1 C & Btr., 6/4", reg. width., 60%, 14/16, 8 mos. dry.

J. W. Wheeler & Company

All Stock Regular Width and Length

QUARTERED WHITE OAK	85,000 ft. 4/4" No. 2 Com.
30,000 ft. 1 1/2" 1s & 2s	50,000 ft. 4/4" No. 3 Com.
150,000 ft. 1 1/2" No. 1 Com.	PLAIN RED OAK
40,000 ft. 1 1/2" Clear Strips	25,000 ft. 4/4" 1s & 2s
35,000 ft. 4/4" Com. Strips	145,000 ft. 4/4" No. 1 Com.
PLAIN WHITE OAK	181,000 ft. 4/4" No. 2 Com.
30,000 ft. 4/4" 1s & 2s	45,000 ft. 4/4" No. 3 Com.
75,000 ft. 4/4" No. 1 Com.	77,000 ft. 12/4" Reg. Crossing Plank

Penrod, Jurden & McCowen, Inc.

We are cutting some nice thick
Ash, Hickory, Elm and Soft Maple

Stimson Veneer & Lbr. Co.

All Stock Thoroughly Air Dried

QUARTERED WHITE OAK	70,000 ft. No. 3 Com. 5/8"
50,000 ft. 1s & 2s, 1 1/4"	QUARTERED RED GUM
212,000 ft. 1s & 2s, 3 1/4"	(Figured Wood)
90,000 ft. No. 1 Com. 1/4"	12,500 ft. No. 1 Com. 1/4"
256,000 ft. No. 1 Com. 3/8"	QUARTERED RED GUM
360,000 ft. No. 1 Com. 5/8"	(Plain Wood)
10,500 ft. No. 1 Com. 3/4"	40,000 ft. 1st & 2nd 4/4"
97,000 ft. No. 1 Com. 3/4", 6" to 7" wide	QUARTERED SAP GUM
42,100 ft. No. 2 Com. 3/8"	72,600 ft. 1st & 2nd 6/4"
115,700 ft. No. 2 Com. 3/4"	76,300 ft. 1st & 2nd 8/4"
17,000 ft. 1st & 2nd, 1" to 4 1/2" wide White Oak Strips	43,000 ft. No. 1 Com. 4/4"
PLAIN WHITE OAK	28,700 ft. No. 1 Com. 6/4"
59,900 ft. No. 1 Com. 1/2"	30,300 ft. No. 1 Com. 8/4"
62,000 ft. No. 2 Com. 1/2"	SAP (Special Wood)
PLAIN RED OAK	35,700 ft. 1/2" 13" up wide
35,000 ft. 1st & 2nd 1 1/2"	128,000 ft. 5/8" 13" up wide
100,000 ft. No. 1 Com. 5/8", 4" to 8 1/2" wide	51,000 ft. 3/4", 18" up wide
	QUARTERED BLACK GUM
	11,000 ft. 1st & 2nd 4/4"

R. J. DARNELL, Inc.

MEMPHIS



BROWN & HACKNEY, Inc.

OAK
 12M ft. 5/8" 1s & 2s Qtd. White.
 14M ft. 4/4" 1s & 2s Qtd. White.
 12M ft. 4/4" Sel. Com. 6" & up Qtd. White.
 12M ft. 5/8" No. 1 C. Qtd. White.
 14M ft. 4/4" No. 2 C. Qtd. White.
 9M ft. 6/4" No. 2 C. Qtd. White.
 65M ft. 2" & wider No. 1 C. Stps. Qtd. White.
 22M ft. 2" & wider No. 2 C. Stps. Qtd. White.
 12M ft. 4/4" 1s & 2s Pl. White.
 130M ft. 4/4" No. 1 C. Pl. White.
 6M ft. 5/4" No. 2 C. Pl. White.
 8M ft. 5/4" No. 1 C. Pl. Red.
 5M ft. 5/4" No. 2 C. Pl. Red.
GUM
 210M ft. 5/4" 1s & 2s (sap, no defect) Qtd. Red.
 230M ft. 5/4" No. 1 C. (sap, no defect) Qtd. Red.

120M ft. 8/4" 1s & 2s Qtd. Red.
 172M ft. 8/4" No. 1 C. Qtd. Red.
 30M ft. 4/4" No. 1 C. Qtd. Red.
 14M ft. 4/4" 1s & 2s Sap.
 350M ft. 4/4" No. 1 C. Sap.
 65M ft. 6/4" No. 1 C. Sap.
 30M ft. 6/4" No. 2 C. Sap.
COTTONWOOD
 55M ft. 4/4" 1s & 2s.
 25M ft. 4/4" No. 1 C.
 12M ft. 4/4" No. 2 C.
 30M ft. 5/4" & 6/4" Backing Boards.
Little Rock Rates
 Cairo, flat 15c, through 13c. St. Louis, flat 18c, through 16c. Chicago, 23 1/2c. Louisville, 21c. Cincinnati, 23 1/2c. Kansas City, 19c.
Mounds Rates
 Cairo, 10c. Chicago, 19 1/2c. St. Louis, 13c. Louisville, 16c. Cincinnati, 18 1/2c. Kansas City, 19c.

J. H. BONNER & SONS

QUARTERED RED OAK
 9M' 1s & 2s, 4/4.
 38M' No. 1 Com., 4/4.
QUARTERED WHITE OAK
 21M' 1s & 2s, 4/4.
 80M' No. 1 Com., 4/4.
PLAIN RED OAK
 63M' 1s & 2s, 4/4.
 95M' No. 1 Com., 4/4.
PLAIN WHITE OAK
 52M' 1s & 2s, 4/4.
 80M' No. 1 Com., 4/4.
 48M' No. 2 Com., 4/4.
COTTONWOOD
 17M' No. 1 Com., 4/4.
 13M' No. 2 Com., 4/4.
TUPELO GUM
 75M' No. 1 Com., 4/4.
 73M' No. 2 Com., 4/4.
 20M' Wide Box, 4/4.
 60M' Narrow Box, 4/4.
HICKORY
 13M' Log Run, 6/4.

2M' Com. & Bet., 10/4.
 3M' Com. & Bet., 12/4.
 40M' Com. & Bet., 16/4.
SAP GUM
 40M' 1s & 2s, 5/8.
 63M' No. 1 Com., 5/8.
 100M' 1s & 2s, 4/4.
 100M' No. 1 Com., 4/4.
 75M' No. 2 Com., 4/4.
 15M' 1s & 2s, 8/4.
PLAIN RED GUM
 28M' 1s & 2s, 6/4.
QUARTERED RED GUM
 90M' 1s & 2s, 8/4.
 100M' No. 1 Com., 8/4.
Figured Wood
 11M' 1s & 2s, 4/4.
 13M' No. 1 Com., 4/4.
 14M' 1s & 2s, 6/4.
 12M' No. 1 Com., 6/4.
 17M' 1s & 2s, 8/4.
 30M' No. 1 Com., 8/4.

We have the following to offer, dry:

PLAIN RED OAK
 1st & 2ds 5/4", Reg.
 Step Plank 5/4", 11-15" wide.
 No. 1 & 2 Com., 4, 5, 6 & 8/4".
QUARTERED RED OAK
 No. 1 Com. & Bet., 3 & 6/4", Reg.
 No. 1 & 2 Com. 4/4", Reg.
PLAIN WHITE OAK
 1st & 2ds 3, 4 & 5/4", Reg.
 No. 1 Com. 5/4", Reg.
QUARTERED WHITE OAK
 1st & 2ds 4/4", Reg.
 No. 1 Com. & Bet. 5 & 6/4", Reg.
SAP GUM
 Panel 4/4", 18" & up wide, Kraetzer cured.
 1st & 2ds 4 & 8/4", Reg., Kraetzer cured.
 No. 1 Com. 4 & 6/4", Reg., Kraetzer cured.

No. 2 & 3 Com., 4, 5, 6 & 8/4", Reg., Kraetzer cured.
PLAIN RED GUM
 1st & 2ds 4, 6 & 8/4", Reg., Kraetzer cured.
 No. 1 Com., 5, 6 & 8/4", Reg., Kraetzer cured.
 No. 2 Com. 6/4", Reg., Kraetzer cured.
QUARTERED RED GUM
 No. 1 Com. & Bet., 4, 5, 6, 8, 10 & 12/4", Reg.
FIGURED PLAIN RED GUM
 No. 1 Com. & Bet., 5, 6 & 8/4", Reg.
FIGURED QUARTERED RED GUM
 No. 1 Com. & Bet., 4, 5, 6, 8 & 10/4", Reg.
ELM
 No. 1 & 2 Com., 6/4", Reg.
 Log Run 12/4", Reg.

GEO. C. BROWN & CO.

Send us your inquiries for these items

GUM
 2 cars Fas. Qtd. Red, 2", 2 mos. dry.
 1 car Fas. Qtd. Red, 2", 6 mos. dry.
 2 cars No. 1 C. Qtd. Red, 8/4, 2 mos. dry.
 1 car No. 1 C. Qtd. Red, 8/4, 6 mos. dry.
 5 cars Fas. Qtd. Sap, 8/4, 3 mos. dry.
 3 cars Fas. Qtd. Sap, 8/4, 3 mos. dry.
 3 cars Fas. Pl. Red, 1", 3 mos. dry.
 2 cars No. 1 C. Pl. Red, 1", 3 mos. dry.
 2 cars No. 2 C. Sap, 1", 3 mos. dry.
PLAIN RED OAK
 1 car Fas. 4/4, 8 mos. dry.

2 cars No. 1 C. 4/4, 3 mos. dry.
 1 car No. 2 C., 4/4, 8 mos. dry.
 2 cars No. 1 C. 8/4, 6 mos. dry.
 1 car No. 2 C., 8/4, 6 mos. dry.
QUARTERED WHITE OAK
 2 cars Fas. 4/4, 8 mos. dry.
 1 car No. 1 C., 8/4, 12 mos. dry.
POPLAR
 2 cars No. 1 C., 4/4, 3 mos. dry.
 2 cars No. 2 C., 4/4, 3 mos. dry.
MISCELLANEOUS
 Elm—1 car Log Run, 12/4, 1 ma dry.
 Magnolia—Log Run, 4/4.
 Oak Bridge Plank—12/4, green.

Goodlander-Robertson Lumber Co.

ASH
 95M' 1s & 2s, 1x6-9" wide, 8 & 10' long, dry.
 30M' 1s & 2s, 1x10-11" wide, 8 & 10' long, dry.
 15M' 1s & 2s, 1x15" & up, 8-16" long, dry.
PLAIN WHITE OAK
 40M' 1s & 2s, 1/2" dry.
 20M' 1s & 2s, 8/4, dry.
 20M' No. 1 Com., 1/2" dry.
 17M' No. 1 Com., 8/4, dry.
PLAIN RED OAK
 60M' 1s & 2s, 8/4, dry.
 40M' No. 1 Com., 8/4, dry.
CYPRESS
 50M' No. 1 Shop, 5/4, dry.
WILLOW
 100M' 1s & 2s, 4/4, dry.
 35M' 1s & 2s, 5/4, dry.
 100M' No. 1 Com., 4/4, dry.
 20M' No. 1 Com., 5/4, dry.
 20M' No. 1 Com., 6/4, dry.

QUARTERED FIGURED RED GUM
 40M' 1s & 2s, 1", dry.
 26M' No. 1 Com., 1", dry.
 40M' 1s & 2s, 5/4, dry.
 16M' No. 1 Com., 5/4, dry.
 20M' 1s & 2s, 6/4, dry.
 35M' 1s & 2s, 6/4, dry.
 30M' 1s & 2s, 8/4, dry.
FIGURED RED GUM
 17M' No. 1 Com., 4/4, dry.
 12M' No. 1 Com., 5/4, dry.
PLAIN RED GUM
 19M' 1s & 2s, 3/4, dry.
 5M' 1s & 2s, 1/2", dry.
 50M' 1s & 2s, 8/4, dry.
 50M' No. 1 Com., 8/4, dry.
QUARTERED RED GUM
 50M' 1s & 2s, 4/4, dry.
 40M' 1s & 2s, 5/4, dry.
 15M' 1s & 2s, 6/4, dry.
QUARTERED GUM
 (Sap No Defect)
 30M' No. 1 Com. & Bet., 10/4 dry

E. SONDHEIMER CO.

All stock regular widths and lengths

SAP GUM
 100,000 ft. 5/4" 1s & 2s
 75,000 ft. 5/4" No. 1 Com.
 20,000 ft. 8/4" 1s & 2s
 20,000 ft. 8/4" No. 1 Com.
RED GUM
 50,000 ft. 4/4" 1s & 2s
 100,000 ft. 4/4" No. 1 Com.
QUARTERED RED OAK
 (Sap no defect)
 75,000 ft. 1 1/2" C. & B.
 200,000 ft. 2" C. & B.
 75,000 ft. 2 1/2" C. & B.

WHITE OAK
 20,000 ft. 1" 1s & 2s
 16,000 ft. 1 1/4" 1s & 2s
 30,000 ft. 1 1/4" No. 1 Com.
RED OAK
 35,000 ft. 1" 1s & 2s
 50,000 ft. 1" No. 1 Com.
 25,000 ft. 1 1/4" 1s & 2s
 45,000 ft. 1 1/4" No. 1 Com.
QUARTERED WHITE OAK
 2 cars 1" 1s & 2s
 2 cars 1" No. 1 Com.

Coulson Lumber Company

We have the following stock ready for immediate shipment:

QUARTERED WHITE OAK
 100,000 ft. 1 1/2" 1s and 2s
 30,000 ft. 3/4" 1s and 2s
 50,000 ft. 4/4" Clear Strips
 500,000 ft. 1/4" No. 1 Com.
 90,000 ft. 3/8" No. 1 Com.
 50,000 ft. 5/8" No. 1 Com.
 40,000 ft. 3/4" No. 1 Com.
 50,000 ft. 4/4" No. 1 Com. Strips
 100,000 ft. 1/4" No. 2 Com.
 20,000 ft. 4/4" No. 2 Com.
PLAIN WHITE OAK
 100,000 ft. 1/4" No. 1 Com.
 100,000 ft. 1/2" No. 1 Com.
 50,000 ft. 5/8" No. 1 Com.
 200,000 ft. 1/4" No. 2 Com.
 20,000 ft. 1/2" No. 2 Com.
 25,000 ft. 5/8" No. 2 Com.
PLAIN RED OAK
 100,000 ft. 3/8" 1s and 2s

100,000 ft. 1 1/2" 1s and 2s
 100,000 ft. 4/4" 1s and 2s
 100,000 ft. 1/2" No. 1 Com.
 30,000 ft. 5/8" No. 1 Com.
 100,000 ft. 4/4" No. 1 Com.
RED GUM
 40,000 ft. 3/8" No. 1 Com.
SAP GUM
 70,000 ft. 5/8" 1s and 2s
 8 1/2" 1s and 2s
 100,000 ft. 4/4" No. 1 Com.
ELM
 30,000 ft. 12/4" No. 2 C. & B.
QUARTERED RED GUM
 15,000 ft. 4/4" 1s and 2s Fig.
 30,000 ft. 4/4" 1s and 2s
 1" No. 1 Com.
 7,000 ft. 10/4" No. 1 Com.

Russe & Burgess, Inc.

For immediate shipment

QUARTERED WHITE OAK
 6,000 ft. 1st & 2nd 4/4"
 100,000 ft. No. 1 Com. 4/4"
PLAIN WHITE OAK
 30,000 ft. 1st & 2nd 4/4"
 117,500 ft. No. 1 Com. 4/4"
 50,000 ft. No. 2 Com. 4/4"
PLAIN RED OAK
 22,000 ft. 1st & 2nd 4/4"
 36,000 ft. No. 1 C. 3/4"
 62,000 ft. 1st & 2nd 4/4"
 19,000 ft. No. 2 C. 4/4"
QUARTERED RED GUM
 71,000 ft. 1st & 2nd 4/4"
 10,000 ft. 1st & 2nd 5/4"

5,000 ft. 1st & 2nd 6/4"
 38,000 ft. 1st & 2nd 8/4"
 14,000 ft. 1st & 2nd 12/4"
 60,000 ft. No. 1 C. 5/4"
 40,000 ft. No. 1 C. 6/4"
PLAIN RED GUM
 14,500 ft. 1st & 2nd 4/4"
 27,500 ft. 1st & 2nd 5/4"
 23,000 ft. 1st & 2nd 6/4"
 18,000 ft. No. 1 C. 4/4"
 82,000 ft. No. 1 C. 5/4"
QUARTERED RED GUM
 (Sap No Defect)
 10,000 ft. 1st & 2nd 6/4"
 47,000 ft. 1st & 2nd 8/4"

BELLGRADE LUMBER CO.

MEMPHIS



We have for sale:

ASH 50,000 ft. 5 1/4" No. 2 Com. 50,000 ft. 5 1/4" No. 3 Com. 25,000 ft. 6 1/4" No. 2 Com. 19,000 ft. 6 1/4" No. 3 Com. 7,000 ft. 8 1/4" No. 2 Com. 6,000 ft. 8 1/4" No. 3 Com. COTTONWOOD 100,000 ft. 4 1/4" Box Boards, 13-17" 50,000 ft. 6 1/4" 1sts & 2nds CYPRESS 50,000 ft. 4 1/4" Selects ELM 200,000 ft. 12 1/4" No. 2 Com. & Btr. QTD. RED GUM (Figured Wood) 38,000 ft. 4 1/4" 1sts & 2nds 20,000 ft. 4 1/4" No. 1 Com. 3,000 ft. 5 1/4" 1sts & 2nds 8,000 ft. 5 1/4" No. 1 Com.	QTD. RED GUM (Plain Wood) 9,000 ft. 4 1/4" 1sts & 2nds 50,000 ft. 4 1/4" No. 1 Com. 1,000 ft. 5 1/4" 1sts & 2nds 40,000 ft. 5 1/4" No. 1 Com. PLAIN SAWN RED GUM (Figured Wood) 35,000 ft. 4 1/4" 1sts & 2nds 100,000 ft. 4 1/4" No. 1 Com. 20,000 ft. 5 1/4" 1sts & 2nds 100,000 ft. 5 1/4" No. 1 Com. 6,000 ft. 6 1/4" 1sts & 2nds PLAIN SAWN RED GUM (Plain Wood) 15,000 ft. 4 1/4" 1sts & 2nds 15,000 ft. 5 1/4" 1sts & 2nds 50,000 ft. 5 1/4" No. 1 Com. 2,000 ft. 6 1/4" 1sts & 2nds 2,000 ft. 3 1/4" 1sts & 2nds
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Paepcke Leicht Lumber Co.

111 West Washington St., Chicago, Ill.

We Can Move To Your Order At Once

QUARTERED WHITE OAK 50,000 ft. 1s and 2s 5/8" 100,000 ft. No. 1 C., 5/8" 97,000 ft. 1s and 2s, 3/4" 100,000 ft. No. 1 C., 4 1/4" 75,000 ft. CF Strips, 4 1/4", 2 1/2 to 5 1/2 wide. 65,000 ft. No. 1 C., 5 1/4" 67,000 ft. No. 1 C., 6 1/4" 100,000 ft. No. 1 C., 8 1/4" 100,000 ft. 2 C., 8 1/4" PLAIN WHITE OAK 40,000 ft. No. 1 C., 4 1/4" 70,000 ft. FAS, 8 1/4" 100,000 ft. No. 1 C., 8 1/4" QUARTERED RED OAK 30,000 ft. C. & B., 3 1/4"	40,000 ft. No. 1 C., 4 1/4" 77,000 ft. FAS, 5 1/4" 100,000 ft. No. 1 C., 5 1/4" QUARTERED GUM (Sap No Defect) 200,000 ft. 5 1/4" C. & B. 200,000 ft. 6 1/4" C. & B. 200,000 ft. 8 1/4" C. & B. 200,000 ft. 10 1/4" C. & B. 200,000 ft. 12 1/4" C. & B. ELM 200,000 ft. Log Run, 8" 50,000 ft. Log Run, 10 1/4" 100,000 ft. Log Run, 4 1/4" 15,000 ft. Log Run, 8 1/4"
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MAY BROS.

Regular Width and Length

OAK 3 cars Plain White, FAS, 4 1/4" 8 mos. dry 2 cars Plain White, Select, 4 1/4" 8 mos. dry 3 cars Plain Red, FAS, 4 1/4" 8 mos. dry 1 car Plain Red, Select, 4 1/4" 8 mos. dry 5 cars Qtd. White, Select, 4 1/4" 12 mos. dry 1 car Qtd. Red, C. & B., 4 1/4" 12 mos. dry 5 cars Plain Red, FAS, 5 1/4" 8 mos. dry 1 car Plain R. & W. Crossing 12 1/4" 8 to 12, 18 mos. dry 1 car Plain W. & R., No. 3 Com., 4 1/4" 12 mos. dry	GUM 1 car Sap Log Run, 5/8" 2 mos. dry 1 car Sap Box Bds., 4 1/4" 11" to 12" 4 mos. dry 1 car Sap Box Bds., 4 1/4" 13" to 17" 3 mos. dry 2 cars Plain Red, C. & B., 6 1/4" 8 mos. dry 2 cars Qtd. Red, C. & B., 6 1/4" 8 mos. dry ELM 1 car Log Run, 4 1/4" 3 mos. dry 1 car Log Run, 12 1/4" 2 mos. dry HICKORY 5 cars Log Run, 4 1/4" 6 mos. dry 6 cars Qtd. R. & W. Oak. Sound Wormy, 4 1/4" 18 mos. dry
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Ferguson & Palmer Co.

We have for sale:

QUARTERED WHITE OAK 18,000 ft. 5/8" F. A. S. 20,000 ft. 3/4" F. A. S. 15,000 ft. 5/8" No. 1 Com. 100,000 ft. 4 1/4" F. A. S. 100,000 ft. 4 1/4" No. 1 Com. 30,000 ft. 5 1/4" F. A. S. 100,000 ft. 5 1/4" No. 1 Com. PLAIN RED GUM 15,000 ft. 6 1/4" F. A. S. 30,000 ft. 6 1/4" No. 1 Com. 20,000 ft. 8 1/4" F. A. S. 30,000 ft. 8 1/4" No. 1 Com. SAP GUM 100,000 ft. 6 1/4" No. 1 Com.	50,000 ft. 6 1/4" No. 2 Com. 30,000 ft. 4 1/4" No. 1 Com. 60,000 ft. 4 1/4" Wide Box. QUARTERED RED GUM 20,000 ft. 8 1/4" F. A. S. 25,000 ft. 8 1/4" No. 1 Com. 50,000 ft. 4 1/4" F. A. S. 18,000 ft. 4 1/4" No. 1 Com. QUARTERED BLACK GUM 65,000 ft. 4 1/4" F. A. S. 45,000 ft. 4 1/4" No. 1 Com. COTTONWOOD 30,000 ft. 4 1/4" F. A. S., 6 to 12". 15,000 ft. 4 1/4", 11" & up, F. A. S.
--	--

Memphis Band Mill Co.

ASH

1 & 2s, 3" 12" and up, 8/16', 12 mo.
40% 14' & 16'

60,000 Feet; Immediate Shipment.

James E. Stark & Co., Inc.

We have one million feet of Cypress (dry) from 4 1/4" to 16 1/4" thick—all grades. Send us your inquiries.

F.T. DOOLEY LUMBER CO.

We have the following stock for immediate delivery:

WHITE ASH 50,000 ft. 5-4x6" & wider, 1s & 2s 15,000 ft. 6 1/4" & wider, 1s & 2s 65,000 ft. 12 1/4" & wider, 1s & 2s 10,000 ft. 16 1/4" & wider, 1s & 2s 12,000 ft. 2x10" and wider, 1s & 2s 12,000 ft. 10 1x10" & wider, 1s & 2s 14,000 ft. 12 1x10" & wider, 1s & 2s 5,000 ft. 16 1/4x12" & wider, 1s & 2s 35,000 ft. 4 1/4" No. 1 Com. 50,000 ft. 5 1/4" No. 1 Com. 15,000 ft. 8 1/4" No. 1 & 2 Com. 10,000 ft. 10 1/4" No. 1 & 2 Com.	12,000 ft. 12 1/4" No. 1 & 2 Com. 3,000 ft. 20 1/4" No. 1 & 2 Com. Bone dry, all 8 ft. SOFT MAPLE 15,000 ft. 8 1/4" No. 2 Com. & Bet. 18,000 ft. 12 1/4" No. 2 Com. & Bet. 14,000 ft. 16 1/4" No. 2 Com. & Bet. 5,000 ft. 4 1/4" No. 2 Com. & Bet. SOFT ELM 10,000 ft. 8 1/4" No. 2 Com. & Bet. 8,000 ft. 10 1/4" No. 2 Com. & Bet. 80,000 ft. 12 1/4" No. 2 Com. & Bet.
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Riel-Kadel Lumber Co.

QUARTERED WHITE OAK 10,300 ft. 4 1/4" F. A. S., 85% 14-16 ft. long 32,000 ft. 4 1/4" No. 1 Com., 85% 14-16 ft. long QUARTERED RED OAK 81,000 ft. 4 1/4" F. A. S., 80% 14-16 ft. long 5,100 ft. 4 1/4" No. 1 Com. 16,000 ft. 7 1/8" C. & B. 8,500 ft. 7 1/8" No. 2 Com. PLAIN WHITE OAK 12,000 ft. 4 1/4" F. A. S., 65% 14-16 ft. long 5,000 ft. 4 1/4" No. 2 Com. PLAIN RED OAK 13,000 ft. 4 1/4" F. A. S. 13,000 ft. 5 1/4" F. A. S. 10,800 ft. 5 1/4" No. 1 Com. 9,100 ft. 5 1/4" No. 2 Com. 30,700 ft. 3 1/4" Nos. 1 & 2 Com.	PLAIN R. & W. OAK (Rips) 19,700 ft. 4 1/4" No. 2 Com. & Btr. ASH 5,500 ft. 4 1/4" No. 1 & 2 Com. CYPRESS 3,400 ft. 4 1/4" Shop. GUM 7,300 ft. 4 1/4" Box Bds., 13-17" wide. POPLAR 8,000 ft. 4 1/4" Box Bds., 13-17" wide. 11,000 ft. P. & W. No. 1, 18" & up wide. SAP 56,000 ft. 4 1/4" F. A. S. 8,500 ft. 4 1/4" No. 1 Com. 7,200 ft. 4 1/4" No. 2 Com. BIRCH 2,800 ft. 4 1/4" L. R. MAGNOLIA 3,600 ft. 4 1/4" L. R.
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All above stock at our Rayville, La., mill—all dry.
ANDERSON-TULLY CO.

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:
54 M. ft. 1 $\frac{1}{8}$ " x 2" No. 1 Maple Flooring
33 M. ft. 1 $\frac{1}{8}$ " x 2" Clear Maple Flooring

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Kneeland-Bigelow
Company

Manufacturers of
Hardwood Lumber

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Maple and Beech
FLOORING

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Flooring stamped M. F. M. A. insures quality

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QUALITY
LUDINGTON

HARDWOOD SPECIALISTS

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MICHIGAN MAPLE

A Complete Assortment
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SALT & LUMBER CO.
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Modern Kilns

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work and are in a position to quote
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drying and they will be
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HEART of the finest HARDWOODS
Saline River Red Gum

Daily Capacity—75,000 Feet

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High Grade Plain and Qtd. White and
Red Oak, Red Gum, Sap Gum,
Cypress, Ash, Hickory, Holly, Elm,
Maple, Qtd. Sycamore, Hackberry

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All Lumber Well Manufactured. Dependable Grading

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By J. P. KINNEY, A. B. LL. B., M. F.

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Ground & Overhead Systems

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The Grand Rapids Vapor Kiln guarantee is based on a scientific measurement; it is original and the result of our thirty years' experience in wood-working.

We know the difference between ordinary kiln operation and ordinary guarantees, and we know you do want dependable guarantees based on real service and tests.

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Western Agents, Greeff Varnish Kilns

10,000,000 Ft. Capacity.
"The Big Red Shed"
 WILL HANDLE ANY ORDER



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ALL WOODS

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 CANNOLL AVE. AND SHELTON ST.
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SAVE YOUR MONEY BY USING THE

RED BOOK Published semi-annually
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It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association Estab. 1878

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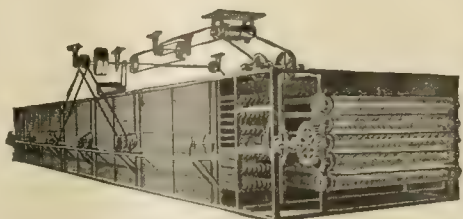
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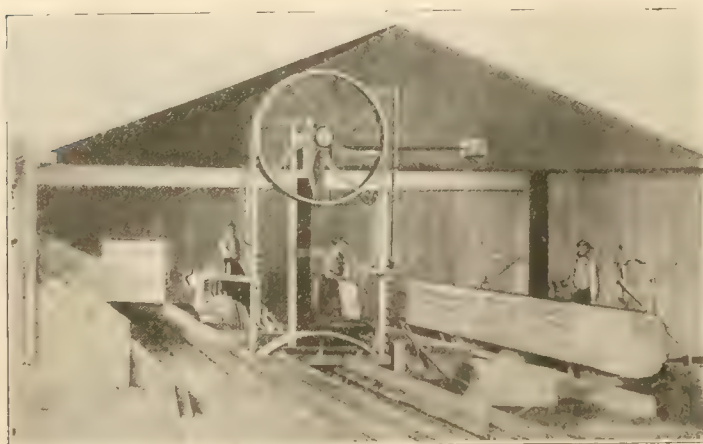
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 WHITE AND RED

Oak Flooring

Complete stock of 3/8" and 13/16" in all
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First Band Mill erected by Hoffman Brothers in 1869 on our present site. Half a century experience behind our goods.

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HARDWOODS

Hoffman Bros. Company

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There are three things that are inevitable:

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TAXES!

CAR SHORTAGES!

You cannot get away from the first two—

BUT

You can avoid the latter by placing your orders with us

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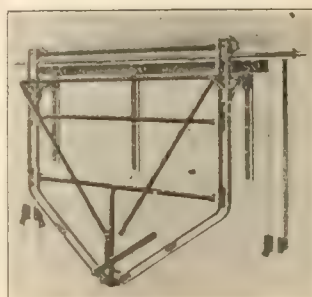
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Hardwood Record

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Hu Maxwell, Technical Editor

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Review and Outlook



General Market Conditions

SINCE THE LAST ISSUE OF HARDWOOD RECORD ample proof of the market prospect as given in that issue has been forthcoming. More tangible summaries from Washington as to the extent and variety of government needs for lumber show that the influence of government war work upon supply can hardly be over-estimated. It is becoming more and more apparent that the immediate prospect for lumbering points to war work as the primary market of the first consideration. In fact, it is already reported that in spite of all efforts to provide for a smooth movement of supply to meet the government needs, there is already developing more or less competition in different government departments for their lumber. In short, the big task will be to provide enough to take care of all the demands from Washington.

Meetings in lumber producing sections have shown ever increasing apprehension over labor supply, and it is now practically certain that the hardwood production of the country at large can give but incidental consideration to the supplying of normal demands in the face of a genuine difficulty in putting out enough for the call incident to the prosecution of the war.

As far as the use of lumber in ordinary channels is concerned, the slackness in orders still continues. It is pretty certain that the trade as a whole recognizes the entire probability of continuing quietness and to the man who needs lumber in his everyday work, the fact that prices are remaining exceedingly firm—in fact are continuing to advance in some directions—should have especial significance. Never before have lumbermen appreciated the definite and actual value of the product they are manufacturing as represented by the cost of producing it. The rapid and radical changes in cost of production have been such as to focus attention more sharply upon this feature of operation than ever before, and the result is a more general understanding of just what it costs to turn out the goods.

The lumber trade can be depended upon to insist upon an adequate return for its product or to decline to market it. Statistics reveal ample surplus during the past year of shipments over production, and as has been previously emphasized, the difficulty of meeting accentuated and unusual demand on top of the normal call will be greater from month to month. The most conservative and at the same time the most noteworthy opinions are unanimous in their optimism. Of course such a tremendous transition as the lumber trade is now undergoing could not take place without some isolated lines suffering. It is quite likely that in the gathering up of loose ends and the realignment of production and marketing, sacrifices will be made in some stocks, but the conviction is daily

becoming more strongly grounded that in the future months hardwood merchandising will see greater rather than decreasing strength, the only necessity devolving upon the hardwood man being sufficient courage to sit tight with his stocks and keep a sharp watch on what is developing in new markets. A full realization of what will be needed and is needed every day is sufficient justification in itself for any reasonable amount of optimism.

The Meaning of the Sales Conference

THE COMING CONFERENCE of northern salesmen and sales managers as announced elsewhere in this issue is given editorial mention because the fostering of up-to-dateness, of aggressiveness in developing markets, co-operation against the common enemy substitution, and modernizing the manufacturing end according to standards set by new fields and conditions of consumption, must be accomplished by the progressive sales organizations or it will remain undone. Of necessity the sales department senses changing conditions in markets more readily and can analyze causes more intelligently than can the operating department. Being constantly in touch with the outside and with the avenues of lumber consumption, salesmen and sales managers know what is transpiring and why.

The one organization which has made more progress than any other of a similar kind includes in its membership practically all of the leading salesmen and sales managers working for northern operators. At the first meeting held at Merrill, Wis., last year, the potential influence for the advancement of the industry yielded by this association was recognized. Its possibility and accomplishment at this, the second meeting, should be even clearer. Northern salesmen and sales managers have in their keeping the marketing and, in fact, the very future existence of the institutions they represent. The outcome of this meeting should be not only an even broader spirit of working together between the sales managers and the operators, but every man eligible for participation in the conference should consider this as a very important part of his regular work. Employers of salesmen and sales managers should consider attendance upon this meeting as educational and insist upon the trip to Bay City as a part of the regular routes of their traveling representatives. They should so consider this conference because at the first annual meeting last year the sales representatives clearly demonstrated that they can show the operators many things which the operators would never discover without the vigilance and assistance of the sales departments.

The sales managers' conference has shown what it is capable of and what its future influence will be. It is justly entitled to noth-

ing short of the fullest possible sympathy and co-operation of employers and operators, and the most cordial participation in the work on the part of salesmen and sales managers throughout the territory which it covers.

Activities of Steel Furniture Interests

GRASS IS NOT GROWING under the hoofs of the horses which the metal furniture manufacturers are riding. They are moving too fast for that, and are too active in their efforts to corral business. Officials in New York, who probably know what they are talking about, have recently stated their belief that the steel furniture manufacturers have formed a close corporation, intend to double the price of their products, and are preparing to send a lobby to Albany when the next New York legislature meets, and will try to have a law passed requiring that none but steel furniture be used in public offices.

If these efforts are made and if they succeed, it will be a great victory for metal furniture. It will be a victory achieved by means of special laws passed, and not in open competition with wooden furniture. To compel all public offices in the state of New York to install metal furniture would be fine business for the makers of metal furniture. It would not only mean millions of dollars in their pockets and out of the taxpayers' pockets, but it would constitute an entering wedge to be driven in every other state. If these manufacturers can announce that New York has thrown wooden furniture out and has put in steel, it will furnish a weighty argument to use before other state legislatures and municipal councils in the campaign to extend the use of metal furniture.

What do the manufacturers of wooden furniture propose to do about it? There is more and better argument in favor of wood than of metal in furniture, but unless those interested in wooden furniture stand together, fight as one, and make their argument where it will do most good, they will be beaten by their rivals who are backing metal furniture.

Where Prophecy Failed

THE PROPHETS who said that the war must end in a few months because of financial exhaustion, missed it. Nobody seemed to know what would happen, but economists, financiers, and theorists, thought they knew. They were aware of the fact that all the real money in the world was not enough to pay Great Britain's expenses during three years of the war, to say nothing of the expenses of other nations, and it seemed to be a foregone conclusion that the money must soon be all used up, and for that reason, if for no other, the war must stop; but it didn't come to pass according to prediction. Speaking along that line, a recent circular letter distributed by the National City Bank of New York said:

The best guide the people of this country can have as to the effects of the war upon business, and the practicability of repeatedly raising large sums for war loans, is to be found in the experience of the European countries. Few people believed at the outbreak of the conflict that it could possibly last for so long a period as three years. It was the common view that, if for no other reason, peace would have to come before that length of time from inability of the governments to continue the expenditures. That this was wide of the truth is now evident, and even after three years those most competent to judge feel but little better able to set a date when the end must come through financial exhaustion than they were at the beginning.

The reason that expenditures can far exceed the cash in sight is that the same money is spent over and over, and is counted every time. The records of a certain law suit some years ago in a West Virginia court illustrated the situation exactly. A farmer in distributing his estate before his death sold a farm to one of his sons for \$2,000 cash, and several witnesses swore that they saw the money paid and they counted it as it was passed across the table from the son to the father. It was proved, however, that only \$100 of actual money changed hands in spite of the fact that witnesses saw and counted \$2,000. It was easy. Each time the father received the hundred dollars, he slyly slipped it under

the table to his son who again paid it across the table in full view of the witnesses.

That is about the way the countries at war do their financing. The money paid in is at once returned to the people in payment for supplies, and when the next loan is called for, the same money is paid in again, and again it takes the same course. They might continue to go round that circle a long time without "financial exhaustion" sufficiently acute to end the war. This circuit is not quite so short and simple as that by which the \$2,000 for the farm was paid with \$100; but the plan works in the same way. That is why the government so strongly recommends that people pay for their bonds out of their current earnings—the same money must be kept going round the circuit.

Government Recognizes Substitutes' Menace

LUMBERMEN SHOULD HEED THE CAUTION dictated by common sense that they do not let themselves be lulled into a feeling of false security as to the future of lumber markets by the present abnormal return of wood to many uses which have been taken over in past years by wood substitutes. No particular credit is due to the lumber trade for the use of wood in a good deal of the war work where it is taking the place of substitute materials. The hurry-up nature of building construction incident to the prosecution of the war, and the fact that lumber supplies were sufficient to immediately take care of the government's demand, were alone responsible for the selection of lumber for these uses. There is no doubt that were sufficient time available for the erection of the many new government buildings, makers of brick, cement and clay products would have had an equal chance with the lumbermen.

The situation in regard to substitutes is so serious that it has actually been given government recognition. The Forest Service has issued a short analysis of the bearing of substitutes, in which it is stated that the total replacement of lumber in all forms of use is 8,000,000,000 board feet or twenty-one per cent of the lumber consumption of the United States in 1915. It states that the rate of substitution is increasing and now exceeds 500,000,000 board feet a year; that approximately seventy per cent of the lumber cut goes into forms of use where the demand appears to be decreasing, twenty per cent into strongly competitive fields, while in the remaining ten per cent of wood uses there seems to be an opportunity for a much larger consumption.

The bulletin frankly states that substitution has been the main cause of fluctuating markets; that the lumbermen have not realized the extent to which it has taken place and have failed to adopt aggressive selling methods, and have been unable to supply consumers with reliable information regarding lumber.

It criticises the complicated system of grades which it says are not intelligible to the average consumer and are also the subject of considerable dispute among lumbermen. The author of the report maintains that if lumbermen will hold their markets they will have to learn more about the fundamental properties of wood. They must adopt better manufacturing and selling methods and should give diligent research in the field of by-products that will enable them to make a profit in spite of the limitations of lumber prices.

The moral pointed by the report is that the lumber trade is on just as insecure a footing today, in spite of abnormal war needs, as it was before the war started, and that lumbermen as a whole must eventually have a full realization of the serious menace of substitution or the lumber business will receive a setback which will compel its being completely made over.

The choice is between compulsory substitution of new methods for old, wherein everybody would be hit hard until new methods made themselves felt, or on the other hand awakening to the need now, so that new methods can be instituted while the industry is going along in its regular channels. The necessity for turning over a new leaf is still undisputed. To meet this necessity and to develop the ten per cent mentioned in the government report, much more hearty and general support of market development work will be required than now given.



Government Commandeers Timbers



The lumber industry is now making the acquaintance of the war power of the government to commandeer facilities of production and the products of the manufactures of the country. The shipping board, or rather the Emergency Fleet Corporation, exercising the extraordinary powers granted by Congress, has recently issued an order requiring yellow pine mills to turn over to government order every stick of timber measuring 12 by 12 inches 24 feet long and up, and all timber 30 feet or more long.

One effect of the order, it is said, will be to keep wholesalers from getting such timbers. Another effect will be very largely to stop construction work for private interests. Thus the government demands will become more than ever the backbone of the lumber market in the United States. The order will be enforced with the co-operation of the priority committee of the War Industry Board, of which Mr. Demsey, the well-known southwestern lumberman, is executive secretary.

After a preamble the commandeer order, which is signed by Rear Admiral W. S. Capps, chief constructor of the navy and general manager of the fleet corporation, reads as follows:

That you place at the disposal of the United States Shipping Board Emergency Fleet Corporation all longleaf yellow pine lumber produced by you of sizes 12" by 12" or larger by 24 feet long or longer, or any sizes 30 feet or longer, and deliver the same or parts thereof, in such quantities and at such times and to such persons as may be specified in orders hereafter to be given you, and that you do not sell or dispose of said lumber or any part thereof unless you first obtain authority from the United States Shipping Board Emergency Fleet Corporation or the priority committee of the War Industries Board.

Copies of the order were sent to all yellow pine mills cutting ship schedules and to such mills as were understood to have the capacity to cut them.

Efforts are being made to have the commandeer order modified, as it is believed by lumbermen here that the government's purpose could be served as well if the terms of the order were not so broad, and that in its present form it would work hardship upon the lumber industry. However, it is claimed that 50 lumbermen advised the fleet corporation to issue the order in its present form.

Lumbermen appealing to the corporation for information and exceptions have been informed by F. K. Paxton, assistant purchasing agent in charge of the hardwood purchases for ship material, that shipments they contemplated can not be made for other than government shipbuilding purposes. One man is reported to have declined an outside order for 3,000,000 feet of timber on account of the statements made to him.

It is understood that lumbermen are endeavoring to reach Assistant Purchasing Agent W. J. Haynen, of the fleet corporation, to obtain modification of the commandeer order. Speaking personally for Kansas City lumber interests, L. L. Chipman, in charge of the Southern Pine Emergency Bureau here, has appealed to the fleet corporation for such modification. Outlining defects in the order, Mr. Chipman says in a statement given out:

Since any of the mills cutting ship schedules can manufacture the items under 12", in advance of the material over 12", it may be said that the time required to complete a schedule depends altogether upon the time required to manufacture the large sizes. Hence the mills will produce an excess of sizes under 12" in which the shipping board holds no interest even though the size and grade conform to certain items contained in ship schedules. Further, mills will at all times manufacture items 6x6 to 10x10 30' and longer square edge and sound, same being unsuited for boat construction on account of excess sap, and knots. It is therefore my thought that the government's embargo notice should permit the mills to ship commercially all sizes and lengths under 12" of government grade, provided they have first manufactured all similar items called for in any ship schedule on which they may be cutting for the Emergency Fleet Corporation. Also ship at any time items of any length provided the grade will not meet with the fleet corporation's standard, however, such items to be shipped commercially only in case they cannot be reduced in size to cover an item due the government without sacrificing the log to do so.

The commandeer order does not directly affect hardwood timbers, but it is of special interest to hardwood men who are dealing with the government or intending to do so, as indicating the policy to be

pursued in obtaining the products of American forests for war needs. Developments along these lines will be awaited with interest. If there should be any delay about supplying hardwood timbers for wooden shipbuilding, or if a scarcity of such timbers should become apparent, it is regarded as a foregone conclusion that there will be no hesitation about applying the commandeer power to the hardwood industry as it has been applied to the softwood industry. Prominent lumbermen at Washington fear that there will be delay in obtaining necessary hardwood timbers for shipbuilding purposes, as a result of the policy adopted by the officers of the Emergency Fleet Corporation in ordering hardwood ship schedules from numerous wholesale and manufacturing firms in the hardwood line, instead of doing business, as recommended by the committee on lumber, Council of National Defense, with or through an emergency bureau organized in the hardwood industry.

No secret is made at the fleet corporation's office that the government's organization for building a fleet of merchant vessels for the war carrying trade has refused to recognize or deal with the Southern Hardwood Emergency Bureau, an organization created by manufacturing hardwood men at the suggestion of government representatives, it is claimed, with a view to supplying the government with hardwood ship stock and other hardwood material.

Instead, it is stated at the fleet corporation offices that many orders for hardwood ship schedules have been placed with individual hardwood concerns at prices lower than those asked by the Southern Hardwood Emergency Bureau. On that point, it is said in behalf of hardwood manufacturers that the average price of \$105 per 1,000 feet asked by the emergency bureau was considered reasonable by the committee on lumber, on account of the scarcity of large oak timbers and the difficulty of getting them.

Many orders for hardwood ship stock have been placed with members of the National Hardwood Lumber Association, who seem to be bidding against members of the Hardwood Manufacturers' Association, who constitute chiefly, it is said, the membership of the Southern Hardwood Emergency Bureau. It is stated at the office of the fleet corporation that Frank Fish, secretary of the National Hardwood Association, has submitted offers of hardwood ship stock to the fleet corporation.

At the offices of the lumber committee no secret is made of the disapproval felt of the policy adopted by the fleet corporation in buying hardwood schedules. The opinion is freely expressed that the corporation will experience difficulty getting its orders filled and that there will be delay and dissatisfaction growing out of the policy. It is claimed by lumbermen affiliated with the government that it would have been simpler and more satisfactory to deal directly with the hardwood manufacturers co-operating in an emergency bureau.

In view of the attitude of government officials, the Southern Hardwood Emergency Bureau has adopted a waiting policy. It opened an office in Washington to get in touch with the numerous hardwood needs of the government. Perhaps the most pressing was the demand for hardwood ship schedules. Having failed to satisfy the government with respect to that matter, the bureau, it is understood, has dropped activities and is waiting to be called upon by the government, which wants quantities of hardwood timber, lumber, partly manufactured stock, and manufactured products of hardwood.

One of the interesting phases of the hardwood situation touching the government is the need for treenails in wooden shipbuilding. J. W. L. Arthur, of Asheville, N. C., has been in Washington recently in connection with the matter. He is understood to be filling contracts for large quantities of locust treenails. Mr. Arthur says he has been in the treenail business for thirty-five years when wooden shipbuilding was not a very flourishing industry. He got in touch here with the International Sales Corporation, which is also supplying treenails for government wooden ships on a large scale. This concern is operating the Liberty Woodworking Co., on K street, in the west end of this city, where locust stock is being received chiefly from Virginia woods and made into treenails. As a method of preventing waste and saving money the International Sales Corporation has been

seeking to have an inspector for the fleet corporation examine the product of the Washington mill before it is shipped to the wooden shipbuilding yards.

The following official statement concerning the progress being made in building up the American merchant marine tells an interesting tale:

The United States has today 458 ships of over 1,500 deadweight tons, with an aggregate tonnage of 2,871,359, either engaged in or capable of participating in foreign trade. There are also 117 ships of a tonnage of 700,285 of German and Austrian origin. The United States Shipping Board Emergency Fleet Corporation has commandeered nearly 400 steel ships of more than 2,500,000 tons which are being completed or are under contract for construction in American yards. The board's fleet corporation has also contracted for 636 ships with a tonnage of 3,124,700

Totaled, these figures show that the United States will have near the end of 1918 a merchant fleet of more than 1,600 ships aggregating 9,200,000 tons to carry its foreign commerce, as compared with an overseas marine of 1,614,222 tons on June 30, 1914, scarcely a month before the European war began.

The tonnage referred to is exclusive of that engaged on inland waters, unsuitable coastwise ships and small craft operating along the coast and in bays and harbors, and does not, of course, include the prospective additional program of the Emergency Fleet Corporation.

The fleet in prospect is already becoming a reality. Several of the commandeered ships are already taking cargo; others will leave the ways in increasing numbers with each succeeding month. The ships for which the shipping board has contracted are under construction and the first launching is expected within sixty to ninety days.



Developing Hardwood Resources



That the hardwoods of Wisconsin and Michigan have one of the brightest prospects for the immediate future is the belief expressed by O. T. Swan, secretary of the Northern Hemlock and Hardwood Manufacturers' Association upon his return to Oshkosh, Wis., last week from Washington, where he, with John Geiger, a box expert of the Paine Lumber Company, and Charles Bigelow, representing the emergency bureau of the Michigan lumbermen, had consulted with the lumber advisory committee of the Council of National Defense on the subject. It was found that new uses for spruce, birch, walnut, white ash and white elm are developing rapidly which promise to tax the supply and stimulate production within the next several months. The principal uses of the woods will be for containers for army equipment, war supplies, provisions and ammunition and scores of other articles now being shipped by the government, as well as for construction of aeroplane parts and army transport wagons and other similar vehicles. Other uses were mentioned by Mr. Swan even to that of tent poles and stakes and saddle trees whereby what is commonly regarded as waste can be economically utilized.

Mr. Swan is quite enthusiastic over the prospects for hardwoods presented him on his Washington sojourn. He states that the government authorities are promoting plans for the systematic distribution of orders for container construction so that all hardwood mills in the various territories can benefit and that the fifty or more styles and sizes of containers are to be reduced to a minimum of a dozen and new grading rules established. This co-ordination of effort will result in mutual price advantages to both the government and manufacturers and eliminate several extra profits which are being made on orders for hardwoods in the present indirect way through the army authorities. Two members of the federal Forest Products Laboratory, at Madison, Wis., Messrs. Knowlton and Wilson, are reported by Mr. Swan to have been assigned to the office of Major Maish for the purpose of working out these new problems in simplifying hardwoods utilization.

Mr. Swan said that experiments and tests soon to be made will open a wide field for hardwoods in aeroplane construction. At present he explained that spruce having been originally used for that purpose has led the field and that aeroplane manufacturers have been content to rely upon it since the aeroplane has been regarded as too hazardous a machine to experiment with. But wood experts, he asserted, are to be put to work on practical scientific tests which may prove that other hardwoods are equally as suitable as spruce in various parts of the aeroplane. For instance, it is planned, said Mr. Swan, to construct a machine by which pieces of wood can be whirled even to utter destruction, thus determining their strength for propeller purposes and guarantee their absolute safety. Other tests will be that of gluing pieces of wood in various ways and also numerous joining processes as for instance dovetailing wood lengthwise. In this way the supply of hardwoods can be greatly increased and furnished at one-third of the present cost of large clear pieces.

Estimated Lumber Cut for 1917

R. S. Kellogg, secretary of the National Lumber Manufacturers' Association, estimates the total lumber production this year for the whole United States at between 38,000,000,000 and 40,000,000,000 feet. This estimate is based on partial returns from manufacturers which show the tendency of operations and indicate the probable total output. During August 701 sawmills cut 1,385,900,000 feet and shipped 1,575,800,000 feet, which was 13.7 per cent more than production. The cut of softwoods amounted to 1,291,000,000 feet, and the shipments of softwoods totaled 1,455,000,000 feet, or 12.7 more than was cut. Due to strikes and other unsettled conditions, lumber production for August, 1917, was 18.5 below that for the corresponding month in 1916. Shipments this year for August were 6.6 per cent greater than for August last year. This is accounted for by the heavy orders from the government and from builders of factories. During the eight months ending August 31, 1917, the mills reporting to the National association cut 2.7 per cent less lumber than during the corresponding eight months of 1916; but they shipped 7.5 per cent more than in the same period last year.

Logging Active Around Memphis

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, Memphis, is authority for the statement that the supply of cars is not so satisfactory now as it was a short time ago. Complaints began to come in early this week from manufacturers of lumber, not only regarding fewer cars for handling logs to their mills, but also regarding a decreased amount of equipment for shipping lumber out. Mr. Townshend believes that the situation is likely to become more acute as the movement of the cotton crop expands. In fact he has expressed the view recently that the unusual supply of both flat and box cars available for lumbermen was due in considerable measure to the backwardness of the movement of the cotton crop, resulting from the lateness of the latter. Cotton is coming in now much more freely and there is certain to be a decided increase in receipts here as well as in the amount of cotton offered the carriers. The maximum will not be reached perhaps until the latter part of November, and this means that an increasing amount of cars will be needed until that time.

Officials of the association have believed for some time that there would be a recurrence of car shortage when the crop movement began in earnest and they are therefore not surprised at the appearance of complaints regarding rather less satisfactory transportation service.

Meantime, logging operations are proceeding at a most satisfactory rate and large quantities of logs are being prepared for shipment to the mills. The amount of timber cut has been unusually large this summer and fall and more recently extraordinary efforts have been made on the part of both the carriers and the lumbermen to get logs delivered. As a result local mills and the majority of those in the Memphis territory are exceedingly well supplied with logs at the moment.



The Regiment of Foresters



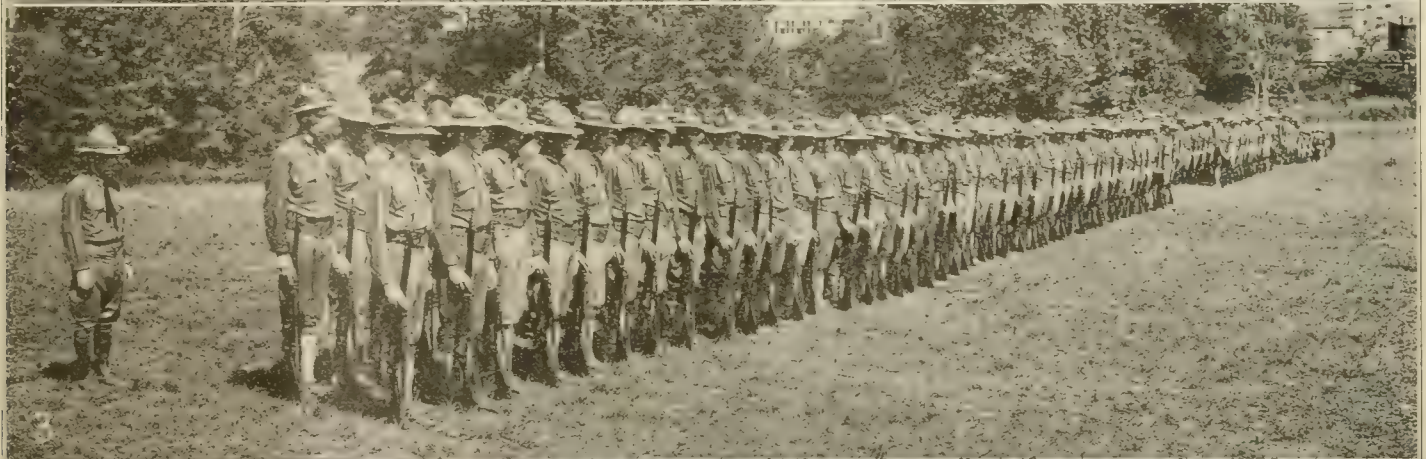
The accompanying cut showing the first regiment of foresters which is now across the sea was taken at the training camp at Washington. This is the Tenth Engineers regiment, when expressed in military language; but it is the regiment of foresters and lumbermen already organized. Another regiment is being raised, but the following list of officers belongs to the first regiment. These include two regular army officers, fifteen foresters from the United States Forest Service, two from British Columbia, one lumberman from the Indian Forest Service, and thirteen from lumbermen and private institutions.

The War Department has designated Lieutenant Colonel James

A. Woodruff of the engineer corps to organize and command the regiment, and Beverly C. Dunn, captain of engineers, as adjutant. W. B. Greeley, U. S. Forest Service, has been selected to serve as major. The remaining officers will be as follows:

MAJORS in command of battalions: R. E. Benedict, assistant forester in the forest branch of British Columbia, and C. E. Chapman, manager of the private timber protective associations of western Oregon.

CAPTAINS: Edward S. Bryant forest inspector; Inman P. Eldredge, forest supervisor; J. D. Guthrie, forest supervisor; Evan W. Kelly, forest examiner; John Lafon, assistant forester in charge of timber operations; David T. Mason, professor of forestry at the University of California; W. N. Millar, professor of forestry at the University of Toronto; Barrington Moore, a private forester; Arthur C. Ringland, forest inspector;



IS THERE ANYONE HERE YOU KNOW?

1. Officers of First Forest Regiment (10th Engineers). 2. First Recruits on Arrival at American University. 3. Company C (in the foreground) after two weeks' drill; First Lieutenant John G. Kelly, Jr. of Booth-Kelley Lumber Company at right. 4. Company F of the 10th Engineers on review at training camp, American University.

Dorr Skeels, logging engineer and professor of forestry at the University of Montana. The three captains taken from university professorships are chosen because of their extensive past experience in practical lumbering and other woods work.

FIRST LIEUTENANTS: Ridsen T. Allen of the Allen-Medley Lumber Company, Devereux, Ga.; M. S. Benedict, forest supervisor; Robert L. Deering, forest examiner; Clarence R. Dunston, lumberman, U. S. Indian Service; D. P. Godwin, forest examiner; J. G. Kelly, lumberman, of Portland, Ore.; Eugene L. Lindsay, forest examiner; E. C. Sanford, forest supervisor; H. C. Williams, ex-forest supervisor; Stanley L. Wolfe, forest examiner; J. B. Woods of the Arkansas Land and Lumber Company, Malvern, Ark.; Herman Work, deputy forest supervisor.

SECOND LIEUTENANTS: H. R. Condon, forester with the Pennsylvania Railroad; S. H. Hodgman, logging camp foreman with the Potlatch Timber Company, Potlatch, Idaho; W. H. Gallaher, forest examiner; J. W. Seltzer, forester with the New Jersey Zinc Company; H. B. Shepard, forester with the Lincoln Pulp Company; E. F. Wohlenberg, forest examiner.

Recruiting for the rank and file of the regiment is actively under way. The enlisted men will be picked woodsmen. With only two thousand men needed out of the vast number of woods workers which the lumber industry of the United States employs, and with rapid recruiting necessary, a special machinery has been developed to handle the preliminary stages of enlistment. Local representatives of the Forest Service in various parts of the country and a number of state forestry officials have been designated as "listing officers" to secure applications from men in their neighborhood who are known to be of the right type. By this still hunt method it is believed that an efficient force can be gathered much more successfully than by encouraging a large number of miscellaneous applications which could not be thoroughly sifted without a great deal of work.

The government will pay the expenses of the enlisted men from their place of enlistment to the training camp at Washington. Their salaries will be paid while in training and in active work. The men will cut and supply timber in France, and also in Germany after the army has crossed the Rhine. They are not expected to do any fighting, but their work may fall within the danger zone. The enlistment must be for the period of the war. Recruits must be between the ages of 18 and 40 and must be citizens of the United States or have declared their intentions to become citizens. They are required to pass the usual physical examination. They will wear the regular U. S. uniform.

The number of men to be recruited and their monthly salaries while in training and active service are as follows:

Grade	Monthly pay in U. S.	Monthly pay foreign service
6 First Sergeants	\$51	\$61.20
18 Sergeants, First-class	51	61.20
1 Sergeant Bugler	48	57.60
50 Sergeants	44	52.80
6 Stable Sergeants	44	52.80
6 Supply Sergeants	44	52.80
6 Mess Sergeants	44	52.80
2 Color Sergeants	44	52.80
19 Cooks	38	45.60
6 Horseshoers	38	45.60
108 Corporals	36	43.20
6 Saddlers	36	43.20
27 Wagoners	36	43.20
186 Privates, First-class	33	39.60
558 Privates, Second-class	30	36.00
12 Buglers	30	36.00



Northern Loggers Meet



The Northern Wisconsin Loggers' Association held a meeting at the Hotel Pfister, Milwaukee, on Thursday, October 4. Among the subjects up for discussion were the question of piece work sawing in the woods, regulated schedules for feeding loggers, greater uniformity in wages, and the creation of zones in which each logger would operate so that his crews could be handled on a similar basis to that on which his neighbors operate. It was voted that one meatless and one wheatless day each week be inaugurated immediately in the logging camps.

There followed a discussion of general conditions and a talk by W. E. Hollenbeck of the J. W. Wells Lumber Company on economical methods of laying logging roads.

The important subject of piece-work wood sawing vs. monthly wage basis was given discussion. There was no exception to the unanimous claim that the amount of work produced on the piece work basis is greater than when the laborers are on the monthly wage scale. The average cost showed five cents to each sawyer on hemlock logs and seven to nine cents for cutting hardwood timber on the piece work basis. The lowest figure submitted was four cents on hemlock and the highest twelve cents on hardwoods.

It was agreed that it would be poor policy to raise the present price of \$5.50 a week for boarding a man even though this figure results in an actual loss. It was considered unwise to tempt fate by raising the price in the face of labor shortage.

Mr. Kneeland of the Kneeland-McLurg Lumber Company, Phillips, Wis., stated that it cost approximately 23½ cents for every meal fed to a lumber jack, this figure being 34 per cent higher than the cost prevailing last June.

W. G. Collar of the West Lumber Company, Lugerville, Wis., discussed the modern car camp as compared to the old style of ground camp. Mr. Collar's conclusions showed definitely that the car camp is not only more economical but more sanitary and useful.

Following a general discussion of regional associations as component parts of the parent body, a committee of three was appointed to take this matter up and make a report later. The com-

mittee consists of M. J. Quinlan, W. A. Holt and W. E. Hollenbeck.

The meeting having been requested to suggest the names of candidates for the commission of major in the newly recruiting Twentieth engineers, the sub-committee of the Council of National Defense was wired the following recommendations: E. J. Brigham, Ironwood, Mich.; Joseph McGinnis, Wausau, Wis., and T. B. Tuttle, Marshfield, Wis.

In the election of officers President McLurg and Secretary Maitland were re-elected to their respective offices.

Doing Business With Uncle Sam

Uncle Sam is a bigger customer for practically everything manufactured than ever before, as a result of the huge war organization which is being created. Lumber is no exception, and millions of feet are being purchased for use in government work. Every kind of wood is being made use of and, directly or indirectly, hundreds of lumber concerns are sharing in the business offered.

One advantage of this is that the average lumberman, who has heretofore let government contracts severely alone, is becoming familiar with the modus operandi of bidding on government work, and with the needs of the various departments. He is learning that Uncle Sam is not such a tough customer as he thought he was, and that he is just as easy to deal with as a railroad or any other big corporation.

Even after the war is over and the requirements of the government become more nearly normal, this will be of benefit, in that the hardwood man will have learned the ropes, and will be more inclined to keep in touch with Washington in the matter of lumber purchases. This is something which will help the Government and individual members of the trade at the same time.

If we could have the exact figures before us on the amount of power consumed in the average planing mill to feed the stock through the machines, it would be a great stimulating factor along the line of seeking ways and means to lighten this burden.



The Lumberman's Round Table



Another Boost for Wood

The superintendent of a large hospital in the East, which recently occupied a new building, has had an experience which is suggestive from the standpoint of the manufacturer of wooden doors and interior trim. The doors and frames in this fireproof building are of steel, and the superintendent wrote to one of the hospital magazines telling it about the terrific noise which follows the closing of the door.

"It sounds like a pistol shot," he said. "We have done everything possible to remedy the trouble, but nothing seems to do any good. The frames seem to be well fitted into the walls, though it was suggested that an opening back of them might be responsible."

Architects who have designed buildings of this type admit that avoiding excessive noise where steel doors and frames are used is exceedingly difficult, if not impossible. They recommend that a special type of door check, described as "non-slamming," be employed as a means of reducing the noise to a minimum.

What it amounts to is that steel in this instance is not a satisfactory substitute for wood. It seems to conform to the requirements of fireproofness, but it has other disadvantages which offset the primary one. With fireproof floors, walls and partitions, a building could be equipped with wood doors and frames without adding materially to the hazard, and the occupants of the buildings would be spared the nerve-racking noise which accompanies use of the other material.

At any rate, this is a feature which wooden door people ought to look into, for it seems to constitute the weak point in the armor of the substitute.

Piece Work in Lumber Yards

A successful hardwood dealer in an Ohio valley city is a great believer in the piece-work system as applied to handling lumber. He has been using it for a number of years, and has found that it works. It seems to be of special interest at this time, when labor is scarce and the character of help which can be secured for lumber-yard operations is not any too good.

The first thing, of course, is to establish a rate that will insure having the lumber handled at a reasonable cost to the yard, and at the same time will enable the industrious worker to make a good return on his efforts. The yard should be protected and the unambitious employe penalized.

After the rate has been decided on, it should not be changed. Sometimes employers who adopt the piece-work plan find that certain individuals are making such large amounts that their earnings seem unreasonable, and an attempt is made to revise the rate downward. But this involves an implication of bad faith that is likely to cause the workers to lose their enthusiasm.

One of the advantages of the piece-work system, as indicated by the experience of the dealer referred to, is that yard crews do not have to be driven, either individually or collectively. The man who hangs back, and does not do his part to get the car loaded or the pile stacked, is not only decreasing his own earnings, but those of the other men in his crew, and they are sure to play the part of foreman and to prod him to greater exertions. Hence "soldiering" is reduced to the minimum.

The men likewise do not need to be watched to see that full time is put in. On the other hand, some of them come to work an hour or two ahead of the usual time, in order to get through early. They are in every way more interested than under the day-work system, because their earnings are directly in proportion to the amount of work actually accomplished.

It is very little more trouble to keep track of footage handled under the piece-work system than to total up the time put in, and the inspector can take care of this detail as well as not. Some of the hardwood men believe in paying a little higher rate for handling thick lumber, on account of the usual amount of labor re-

quired, and there are other individual variations; but the plan as a whole seems to be readily workable. Negroes take to it as soon as they understand that the hard worker will get more than the loafer, and the contest feature involved makes them enjoy the system. In the South this is a feature worth noting.

Call on Them All

One of the most noticeable features of putting a new man into a territory, no matter how long that territory has been covered, is that he will usually dig up some new accounts. He may lose a few of the old ones, which were held by the personal connections of the other man, and the net gain may not be large, if anything; but the significant feature is that new business is located and booked.

What this really means is that salesmen get in the habit of regarding certain business as impossible to land, and give up trying for that reason. Or they may have had personal experiences of a disagreeable nature in calling on the buyers, and crossed their names off their lists for that reason. In this way the number of "live prospects" regularly solicited by every man is usually a good deal smaller than the total number of lumber users in his territory would indicate.

The readiness with which a new man can go in and land orders from some of the buyers who have not been regularly called on is thus proof of the fact that many salesmen are not developing all of the business that should be had in their territories. The hardwood man who is studying sales problems, and is figuring on the correct proportion of business each territory should develop, may study that proposition with some profit.

It might be a good idea to ask a salesman to report the names of concerns they are regularly calling on, and then compare this with a complete list of consumers. After having the names of those not being solicited listed, the salesman should be asked to make a special effort to get business from those who seem to be desirable from a credit standpoint and otherwise. Stirring up the boys a little in this way will probably get them to expend more effort along the line of obtaining business from some of the neglected sources, which, nine times out of ten, can be cultivated to good advantage.

Don't Forget the Child Labor Law

A number of forms have come to this office in the last few weeks relative to the national child labor law that was enacted September 1, 1916. The law prohibits shipment or delivery for shipment in interstate or foreign commerce of a product of any mine or quarry of the United States in which within thirty days prior to that shipment children under the age of sixteen years have been employed; it also prohibits the shipment of any article or commodity being the product of any mill, factory or other manufacturing establishment in the United States in which within thirty days prior to the shipment children under the age of fourteen years have been employed or permitted to work, or children between the age of fourteen and sixteen years have been employed or permitted to work more than eight hours in any day, or more than six days in any week, or after the hour of seven in the evening or before the hour of six o'clock in the morning.

As the act became effective September 1, 1917, it is necessary that all invoices for merchandise affected by the law have stamped on them a guarantee that they were within the law. As there are heavy penalties for violation of the act, all shippers who might be affected would do well to give the situation immediate consideration.

The question of how much to charge for small lots of work in proportion to larger ones, makes a hard problem for the woodworker to solve. It involves many other points besides the fact that on the average it costs fifty cents every time a machine is changed, and in the end there is always some guesswork.

FIGURED GUM



Our 16
Slicer

-We GUARANTEE
UNIFORM COLOR
and FIGURE IN ANY
QUANTITY

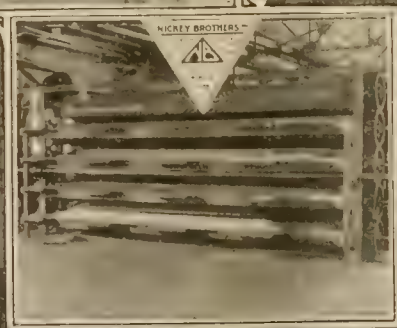


Section
of our
Warehouse

One of
many such
alleys

-WE KEEP THE
VERY BEST FIGURED
LOGS IN STOCK
AT ALL TIMES

Our
Dryer



NICKEY BROTHERS INC
MEMPHIS

Dividing the Responsibility

The Value of Assistance Which Employes Can Give the Manager

IF WE HAD NEVER LEARNED to train two horses to work together and divide the load between them, we never would have had anything but one-horse teams. Likewise, if we had never learned to divide responsibility among factory heads we never would have had anything but one-horse industrial institutions. One-man domination of a business is the greatest handicap to further expansion and there are many institutions suffering from such a handicap. This should not be interpreted to mean some man should not be boss of the whole business, because there cannot be a business without a final authority or business head, and the authority of the head must be respected.

In the veneer and panel business perhaps more than any other branch of the woodworking industry it is necessary to divide responsibility and to delegate to others the management of different steps in the process of manufacture. This is largely because of the many intricate details involved and the high technology that enters some of the work. The veneer and panel business is highly specialized and it is one in which thorough knowledge of woodworking is necessary. It becomes important to have the work divided into branches and men especially trained in solving the problems in each branch. These men must be given authority and encouraged to develop initiative. In this way the best growth of an institution is secured.

Occasionally one encounters the head of a veneer or panel factory who seems to enjoy dominating in all the technical details in different departments. Where a condition of this kind exists, a fair degree of success may be attained provided the man at the head applies himself all the time to his business. It becomes a one-man institution even though it may be unusually large to be so classed, due to the capacity of the one man in charge. The men under him become skilled workers under directions rather than skilled directors of work.

On the other hand, there are institutions of great magnitude and long years of success where the manager in charge has gradually delegated authority to others in different departments until seemingly he has but little left to do himself and may well be absent for an indefinite period without any apparent difference in the business. This is the ideal way to build up a business. It not only makes a well balanced division of the responsibility and authority but it contains an element of insurance against sudden disorganization, and it makes for better team work all around.

The successful manager of a certain large veneer plant not only began early in his business career the work of selecting for different departments men who showed ability, but also of consulting with them when any

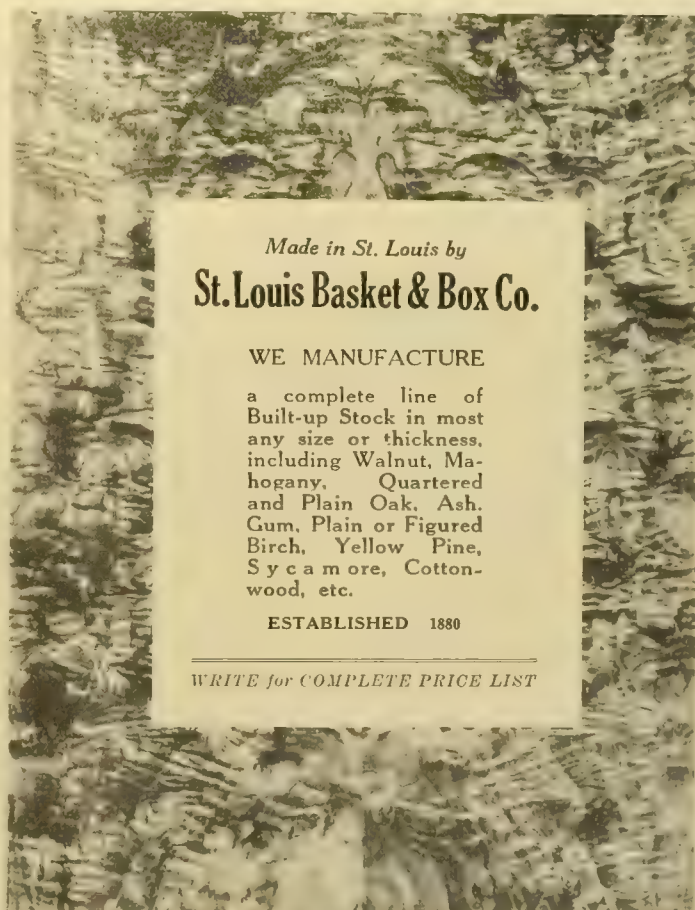
changes or enlargements were under consideration. He would call into consultation every one of the subordinates to whom he had delegated authority, lay before them in detail the matter he had in mind and ask their opinion. Quite commonly in the end he did whatever he had planned before consulting them, but by his methods he not only got the opinions of others with which to measure up and guide his own judgment, but he also secured their co-operation and stimulated thinking on their part.

He would often take a stroll through his plant and ask the opinions of men operating machines relative to the merits of this make of machine and that make and which kind he would buy if a new one were to be ordered. As a result of this practice a mistake was seldom made in selecting machines. The men operating the machines took more pains with them and felt more kindly toward them because of having been consulted before the purchase.

J. C. T.

Veneer Manufacturers Win

The Wisconsin Railroad Commission recently issued an order granting the petition of veneer manufacturers to put veneer made of common woods in the same classification as veneers of elm,



Made in St. Louis by
St. Louis Basket & Box Co.

WE MANUFACTURE
 a complete line of
 Built-up Stock in most
 any size or thickness,
 including Walnut, Mahogany, Quartered and Plain Oak, Ash, Gum, Plain or Figured Birch, Yellow Pine, Sycamore, Cottonwood, etc.

ESTABLISHED 1880

WRITE for COMPLETE PRICE LIST

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

basswood, and birch. That was the outcome of an action brought by the Ahnapee Veneer & Seating Company and several other corporations in various other parts of the state engaged in the manufacture or sale of veneer, against seven railroads doing business in the state.

In the original complaint both carload and less than carload rates were complained of, but subsequent to the filing of the complaint and prior to the hearing, which was held in Milwaukee Sept. 13, last year, a satisfactory adjustment of the carload rates was made on ash and maple veneer by including those commodities with other commodities taking lumber rates. At the close of the hearing it was agreed to make the same rate to apply on oak veneer in carloads. This change went into effect Oct. 1, 1916.

The order of the Wisconsin Railroad Commission, which is dated Sept. 20, after reviewing the case at length, concludes as follows:

It is our opinion that the conditions found to exist in connection with the transportation of less than carload shipments of veneer between points on the respondent lines in this state show that this commodity is entitled to be classified fourth class and to be charged at rates that do not exceed fourth class rates.

"EASIMOOV"

The Veneer Tape that is "Up to the Second" can be removed instantly after having served its purpose, without being sanded. Saves time and expense.

Write for sample coils

IDEAL COATED PAPER CO.

The Veneer Tape Specialists

MAIN OFFICE AND MILLS, BROOKFIELD, MASS.

The Dean - Spicker Co.

Manufacturers of

VENEERS

Oak—Mahogany—Walnut

AND

LUMBER

**22nd St. and So. Crawford Ave.
CHICAGO**

Now, therefore, it is ordered that the respondents herein cease and desist from charging the rates on veneering, domestic woods, less than 1 $\frac{1}{2}$ inch in thickness, less than carloads, complained of, and do substitute therefor rates that do not exceed the fourth class rates; and

It is further ordered that the complaint against the rates on veneer made of common woods, other than basswood, birch, or elm, carloads, be dismissed.

Veneer Wanted in England

The Timber News of London, in its issue of September 8, has the following to say of veneer, which is usually called plywood in England:

There are still many inquiries about for this wood, though supplies are by no means great. Birch plywood continues to be wanted, and this wood easily takes first place in the matter of demand. It cannot, however, be obtained in sufficient quantity to meet all requirements. The government is said to be taking the matter up, with a view to securing bigger quantities. The supplies from abroad are not nearly enough to go round. Now that Riga has been captured the supply from that place will cease entirely. Consequently, it will be difficult now to get fresh imports of Russian manufacture. There is, of course, still Finland to look to for supplies, though the quantity produced in that country is by no means large. America is now pretty full up with orders for plywood—a large number from American concerns. Thus it is not easy today to get anything from there, owing to local orders being quite sufficient to run the mills at full capacity. Italy, too, is requiring plywood in rather large quantities. Enquiries are continually reaching this country, though it is naturally very difficult to let the wood go out of the country while so much is wanted here.

Southeastern Veneer Notes

The plant of the Norfolk Veneer Company, Norfolk, Va., which was destroyed by fire some few months ago, is being rapidly reconstructed, and when again ready for operation will be one of the most up-to-date mills for the manufacturing of veneers in Virginia. With additional machinery installed, and many new ideas incorporated, the output will be greatly increased, and the same quality of high grade veneers produced for which this concern is noted.

Although it will be some time before the entire mill will be ready, it is the intention of the management to have one unit in operation within the next thirty days.

The big plant of the Two State Package Company of Portsmouth, Va., is now in fine swing and although all units of the automatic machines are not in operation, they are being started daily and it is only a matter of a very short time before they will all be under way.

Although this firm is new in the South, the management has long operated mills in the North and it is its intention to produce a product excelled by none, and the capacity of the mill will be one of the largest in the South.

The veneer mills throughout North Carolina have been greatly handicapped for the past two months on account of heavy rains, which have put the rivers out of their hands and have so filled the swamps that it has been impossible to get out the necessary logs to keep the mills in operation. In some districts the mills themselves have been inundated to such an extent that it will take considerable time to get them in running order again. This and the shortage of labor have put them in a bad way.

More veneer is cut in Illinois than in any other state, its output being about one-twelfth of the total for the whole country. Illinois is followed in the order named by Michigan, Florida, Wisconsin, Indiana, Tennessee and Missouri.

A number of woods are used in a small way by veneer makers, but they will never reach great importance. Among such are cucumber, holly, cherry, locust, yucca, hickory, buckeye, and magnolia.

Occasionally reports of veneer and thin lumber output mentions "brown cottonwood" from the South. In most cases the brown cottonwood is the common black willow which attains large size in the lower Mississippi valley, with dark brown or bluish heartwood.



"Hartzell's Choice Walnut"

THIRTY-SIX years' successful experience in Walnut. Let us solve your Walnut problems. Dry Walnut, all thicknesses and grades. Plain and ribbon figured table tops, chair stock, squares. Long figured Veneers and Buttwood.

Our prices will interest you.

Geo. W. Hartzell
Piqua, Ohio





CORNER OF THE HARTZELL WALNUT MILLS. YARDS WITH LUMBER AND WOODS IN THE FOREGROUND

Grandfather's Walnut

FIFTY YEARS AGO, scattered thru the many fertile valleys of Ohio, Indiana and Illinois, the American black walnut flourished abundantly.

Here the soil and climatic conditions seem to have been ideal for the steady growth and development of this noble tree.

The early pioneers and settlers in this region, quickly recognizing the splendid qualities of this wood, im-

mediately began using it profusely for building timbers, rail fences, etc. Some of the old and substantial barns of our forefathers, with their massive walnut framing timbers, still stand as monuments to the wholesale slaughter of this king of American hardwoods.

Not realizing the value of the wood, as is too often the case with many of America's wonderful resources, the forests of walnut were soon thinned by extravagant

use and bungling methods, but, thanks to the sturdy qualities of this tree together with its power to reproduce itself, resist disease and decay, it still abounds in many secluded valleys, unscathed, in its verdant grandeur.

The bungling methods of our forefathers have given way, and modern manufacture on a scientific basis has taken their place. The Geo. W. Hartzell walnut mills at Piqua, Ohio, located in the heart of the walnut territory, is



ONE OF MANY PILES OF WALNUT LOGS AT THE HARTZELL WALNUT MILLS. NOTE THE GOOD LENGTHS AND SMOOTH, CLEAN APPEARANCE



TRAIN LOAD OF WALNUT LOGS AT THE HARTZELL WALNUT MILLS

an example for economy and efficiency in this industry. The office of the company, pictured elsewhere in this issue, is the connecting link between the old and the new. This building, which is a quaint one-hundred-year-old residence, encircled by a beautiful flower garden, is quite in keeping with the tradition surrounding the working in walnut half a century ago, and lends a pleasing atmosphere to the busy modern mills close by.

The plant of the Geo. W. Hartzell lumber company is a development representing thirty-six years of careful study and experience, and indicates by its very appearance a system of high efficiency. Quality and precision are the watchwords behind its operation. The manufacturing is divided into three units — the sawmill department, the veneer department, where the best quality of selected butts are cut into figured veneers, and the dimension department, which turns out large quantities of kiln-dried dimension stock for the furniture trade.

The plant is equipped with the latest type of Clark mills, noted for their weight and smooth cutting qualities. Every operation of

manufacture is automatic, moving in a straight line by gravity thru the sorting, re-manufacturing and steaming system into the dry-kilns and shipping sheds.

High quality, prime walnut logs are supplied regularly to the plant, secured by experienced log buyers, who continually search the walnut territory for the best material. The accompanying photographs of a log train and the abundantly filled log yard are significant indications of the available supply of walnut logs.

The fresh, clean stock of lumber in storage, together with the fact that the Geo. W. Hartzell walnut company

(Continued on Page 31)



SECTION OF HARTZELL WALNUT LUMBER YARDS SHOWING CLEAR WALNUT DIMENSION STOCK BEING PILED FOR SEASONING

FIGURED RED GUM

Sliced Veneers

Choice figure for panels.

Sawed Veneers

1/20 to 1/8-inch for Doors and Trim.

Built-Up Tops and Panels

Our large stock of highly figured Veneers are subject to your inspection.

Full sized samples sent on request, express prepaid.

When you want Figured Red Gum, all you need know is—

The
Louisville Veneer Mills
MANUFACTURERS
Louisville, Kentucky

PERKINS GLUE COMPANY

SOLE MANUFACTURERS
AND SELLING AGENTS

PERKINS

Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

805 J. M. S. BUILDING
SOUTH BEND, INDIANA

THERE'S A REASON—

The Quartered Oak Specialists
whose reputation and financial
worth is your guarantee of sat-
isfaction in quality and service.

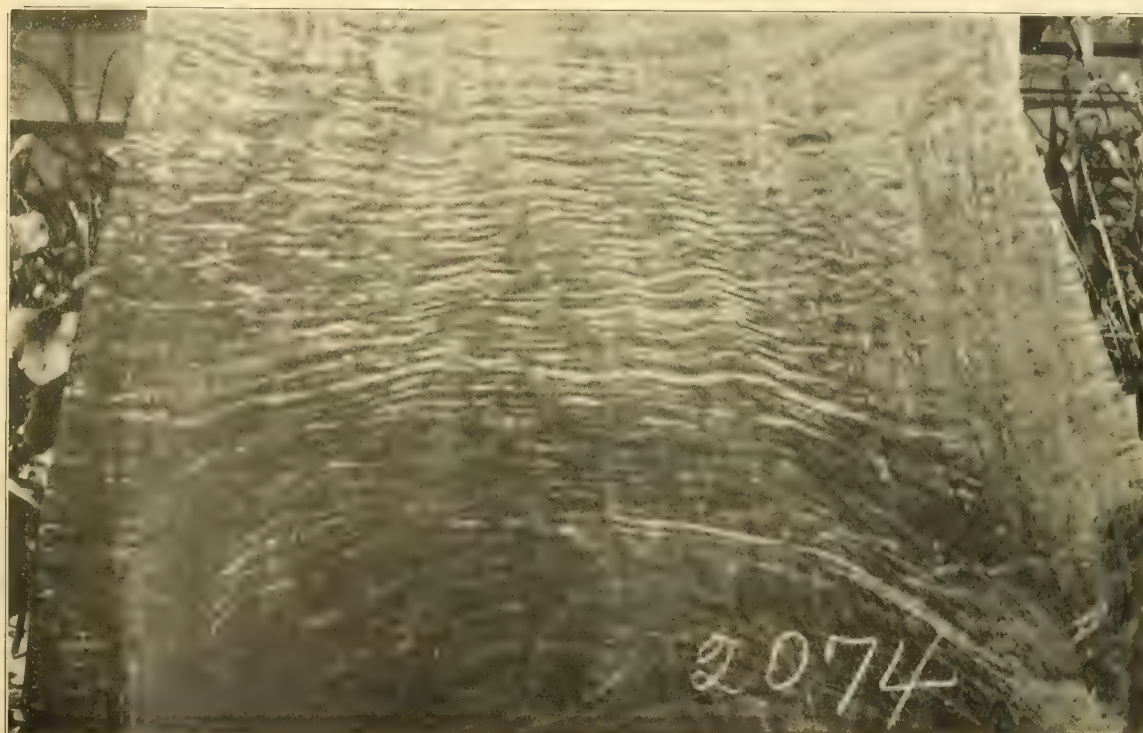
"He profits most who serves best"

Cincinnati Veneer Co.
VENEERS

American Walnut Veneer

A Sample Which Shows the Class of Veneer We Handle

Our Efforts Are Centered in Obtaining the Highest Grade of Figured Walnut for Veneer Cutting.



Our customers' often repeated orders prevent us from keeping a large stock on hand, but as we are continually selecting our stock from the large quantity of logs we handle, we always have a nice line of the highest grade to select from.

Our reputation is based on "Quality, not Quantity," in our veneer business

PICKREL WALNUT COMPANY
ST. LOUIS, MISSOURI



*Highly
Specialized
Workmanship*

*Completely
Developed
Facilities*

The two phrases above represent what is absolutely essential to successful panel manufacture. Our policy has been to educate all of our workmen as closely as possible along specific lines, and to omit no item of equipment that would help make for more nearly perfect service.

The supreme test of efficiency in veneer laying is admittedly the ability to successfully veneer bent shapes. It was on this work that the reputation and growth of our business was founded—this and a quite uncommon bent for artistic matching.

And remember, when you are ready to order we have a complete selection of veneers for your choice.

F. EGGERS VENEER SEATING COMPANY

TWO RIVERS,

WISCONSIN

(Continued from page 27)

has not been closed down for fifteen years, except for incidental repairs, indicate clearly the delicate balance obtained between the demand and supply. This present state of affairs is the result of thirty-six years' experience given over to a constant and continuous study of newly arising problems, involving the successful manufacture and administration of the business.

The pleasing surroundings of the plant, inside and

out, with its modern labor-saving methods, attract workmen of high calibre who take an interest and pride in producing a product of superior quality.

The success of this industry proves the modern theory that there are many things an employer may give to his employe aside from money, which are mutually profitable and help make life more pleasant for both.

The next issue will contain a sketch of the Hartzell veneer mills and dimension and panel plant.



Pertinent Legal Findings



Queries on questions arising on any points involving the law as it is applied to lumbering and allied industries will be given proper expert attention through this department if submitted to HARDWOOD RECORD. There will be no charge for such service, but HARDWOOD RECORD reserves the right to publish questions and answers without designating names or location of inquiries unless specifically requested not to do so.

Aspects of Fire Insurance

A fire insurance company by consenting to an assignment of policies covering lumber, made by a seller of the lumber to a buyer, in effect makes a new contract for insurance with the buyer. The mere fact that an adjuster for the company makes an investigation concerning a loss and causes an appraisal of values does not amount to a waiver on the part of the insurance company of a policy requirement for proof of loss. But a denial of liability made by an apparently authorized representative of the insurer amounts to a waiver of such proof of loss. (Michigan supreme court, Wilms vs. New Hampshire Fire Insurance Co., 161 Northwestern Reporter, 940.)

Authority of Partners

Where a partnership was formed for the purpose of manufacturing timber products, a member of the firm had implied power to bind it by the purchase of a sawmill suited to the firm business. And, even if he was not authorized by his associates to make the purchase, the partnership's retention and use of the mill amounted to a ratification of the purchase which binds the firm. (Texas court of civil appeals, Dobie vs. Southern Trading Co., 193 Southwestern Reporter, 195.)

Lumber Rejection by Buyer

An accepted order for quartered oak lumber, "flooded stock, but very well washed and cleaned," constituted a binding contract of sale, carrying with it an implied warranty by the seller that the lumber would be of the character mentioned in the order and if the lumber was not up to the agreed grade, the buyer was entitled to reject it. Unloading at the request of the seller's representative to save demurrage did not amount to an acceptance of the shipment. (Ross Attley Lumber Company vs. Columbia Hardwood Lumber Company, 200 Illinois Appellate Court Reports, 65.)

Seller's Failure to Deliver

When the buyer of lumber notifies the seller that deliveries are being delayed in violation of the contract of sale, and notifies the seller that if the lumber is not delivered by a date stated, the buyer will go into the market and buy lumber of the same kind and charge the seller with the difference in price, and the seller replies that he will make no further delivery, the buyer may make a substitute purchase immediately, without waiting for the expiration of the time mentioned in the notice to the seller. In such case the buyer's damage is to be assessed with reference to the market value of lumber of the contract kind at the place agreed upon for delivery. A written contract for sale of lumber cannot be contradicted or enlarged by a showing of verbal negotiations had before the written contract was executed. (Welty vs. Parry, 65 Pennsylvania Superior Court Reports, 553.)

Buyer's Rights Under Sale Contract

Where the contract for a sale of a lumber drying kiln contained a provision under which the seller warranted the condition and

capacity of the apparatus, and under which the buyer bound himself to notify the seller of any failure of the kiln to work properly, permitting the seller to attempt to remedy the defective condition, the purchaser was not entitled to return the equipment as not being up to contract without first giving the seller notice and affording opportunity to the latter to put the kiln in proper condition. (United States circuit court of appeals, second circuit; Stave & Timber Corporation vs. A. H. Andrews Co.; 242 Federal Reporter, 230.)

Testing the Railroads

More than a million men are to be moved quickly by the railroads of the United States. The movement has commenced, and it is expected to continue approximately one month. This movement includes 350,000 National Guards and 687,000 men for the new national army. They are being carried from their homes to the various training camps which are scattered from Canada to the Gulf and from New England to the Pacific Coast. The trains will pick them up at 4,531 points and carry them to their destinations. There are needed 4,714 trains of seventeen cars each, including freight as well as passenger trains. In addition to transporting the men, the railroads must feed them while on the way. This is being done in various ways, in dining cars, in eating houses, and with lunch boxes served on the trains.

This is the largest troop movement ever undertaken in the United States. During the Civil War, on one occasion, 22,000 troops were carried from Washington, D. C., by way of Ohio, Kentucky and Tennessee, to Knoxville, in twelve days, bridging the Ohio river at Parkersburg, W. Va., en route. That was classed as a great event, and it was justly celebrated as such; but it was an average movement of less than 2,000 a day, while our present mobilization calls for the movement of about 30,000 a day—supposing that the mobilization will be completed in a month.

This is being done without interrupting the ordinary traffic of the railroads. At the time of the movement of the 22,000 troops, at the time of the Civil War, all other traffic was absolutely suspended over the lines concerned, and the railroad man in charge of the movement (President Garrett of the Baltimore & Ohio Railroad) was given supreme power by President Lincoln to seize all materials needed, and to arrest any one, even Union generals, who attempted to interfere with him.

The movement now under way, though carrying fifteen times as many men a day, goes on so smoothly that no civilian passenger and no shipment is interfered with. This is a wonderful exhibition of the organization of our railroads and of the resources of our country. It is not quite possible to compare it with the mobilization of European armies, because it is not known just how many men were moved there in a given time. It is said, however, that during the first eighteen days of the war Germany moved 2,000,000 men, and used 26,000 trains for the mobilization.

The Mail Bag

B-1142—Want Hickory

Two Rivers, Wis., Sept. 25, 1917. Editor HARDWOOD RECORD: We are asking you if you can put us in touch with people who manufacture a considerable amount of hickory. We make hickory mallets for the printers' trade and could probably use the offal from wagon stock manufacturing it from hickory.

B 1143—In Need of Lumber

Philadelphia, Pa., September 28.—Editor HARDWOOD RECORD: We desire for immediate delivery, accepting grades No. 3 common and better, carload lots, lumber graded by rules governing National Hardwood Lumber Association, and Southern Pine Association, and by inspector from each, f. o. b. cars at mill or nearest loading point for the following:

White Oak—3 common and better, sizes 4 4, 6 4, 8 4, 12 4, 16 4—60,000,000 ft.
White Pine—3 common and better, sizes 4 4, 6 4, 8 4, 12 4, 16 4—100,000,000 ft.
Poplar—3 common and better, sizes 4 4, 6 4, 8 4, 12 4, 16 4—100,000,000 ft.
Yellow Pine—3 common and better, sizes 4 4, 6 4, 8 4, 12 4, 16 4—60,000,000 ft.
Gum—3 common and better, sizes 4 4, 6 4, 8 4, 12 4, 16 4—60,000,000 ft.
Lengths—standard; grade—No. 3 common and better.

In giving quotations, bear in mind to consider the following points: Name of shipping point; name of railroad; amount of monthly shipment, make or number of cars; give texture of lumber; give prices f. o. b. cars at nearest shipping point; terms—"cash" on unloading cars—on grades by inspector; can you dress if required?

It is important to us these rules are strictly adhered to and prompt attention will be given.

Clubs and Associations

Hemlock and Hardwood Manufacturers Will Meet October 26

The fall meeting of the Northern Hemlock and Hardwood Manufacturers' Association will be held on October 26 at the Hotel Pfister in Milwaukee. Secretary O. T. Swan is now working out a program for the meeting and will soon be able to announce the speakers and subjects.

Northern Salesmanship Conference to Be Held

The 1917 Lumber Salesmanship Congress of Wisconsin and Michigan is to be held November 16 and 17 at Bay City, Mich. Experts in the manufacturing, wholesale and retail fields of the lumbering industry in these two states will attend and deliver lectures in their respective lines and much mutual benefit is expected to develop. George C. Robson of the Heinemann Lumber Company, Merrill, Wis., is general chairman of the Wisconsin and northern Michigan lumbermen committee which is to confer with a similar committee of lower Michigan to perfect a program for the congress. A banquet is to be a feature of the congress. Alternate meetings are to be held each year in Wisconsin and Michigan. Last year's meeting was held at Merrill and its success was so notable that the Bay City congress will be on a larger scale.

Hemlock Emergency Bureau Active

The work of the Hemlock Emergency Bureau incident to supplying lumber for the army cantonment at Rockford, Ill., by members of the Northern Hemlock and Hardwood Manufacturers' Association, has been so successful and has opened such wide possibilities that it has been decided to open a branch office at Washington, D. C. A man is soon to be selected to take charge of the work at the national capital. In the meantime F. M. Ducker has been placed in charge of the Chicago office of the bureau, his duties involving mostly detail in connection with the shipment of the lumber. As the association members expect soon to furnish huge supplies of hardwood for government contracts, the necessity of the Washington office was made manifest. Secretary Swan will devote part of his time to the Washington and Chicago branches and will remain in charge of the headquarters at Oshkosh, Wis.

Tariff Book to Members Only

The board of managers of the Southern Hardwood Traffic Association has decided that the pocket tariff book, recently compiled and issued by that organization, showing rates on hardwood lumber and lumber products from all points in the South to all destinations in consuming territory, shall be distributed only among members of that body.

The board, however, has passed a resolution providing that wholesalers and other interests not identified with the association at present may place themselves in line for receipt of this tariff book, as well as other benefits offered by the association, by becoming members on an assessment basis to be fixed by the assessment committee, of which F. E. Gary is chairman. The volume of business done in the southern hardwood territory by such interests would be taken into consideration in determining a fair rate of assessment.

With the Traffic Association

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, says that there is a fair prospect that the carriers interested in issuing the recent tariffs calling for an advance of 15 per cent in hardwood rates from Ohio river crossings into Eastern Trunk Line territory may be prevailed upon to withdraw these tariffs. The tariffs in question are already under suspension by the Interstate Commerce Commission until Dec. 30, 1917, and, if the carriers withdraw them, the case will not have to come up for a hearing on its merits.

Mr. Townshend, however, in discussing the matter recently, said that, if the carriers did not withdraw the tariffs, the association "would go to bat" with the carriers in as vigorous a manner as possible.

J. A. Keeler, district manager of the Southern Hardwood Traffic Association at Helena, Ark., has recently appeared before officials of the Missouri Pacific System at St. Louis and succeeded in having the embargo against Helena, Ark., in force for quite a while, removed. This puts lumber interests and owners of woodworking enterprises in position where they are able to secure all the timber and other rough material they need.

Appointment of Burwell S. Cutler Confirmed

The appointment of Burwell S. Cutler of Buffalo, as chief of the Bureau of Foreign and Domestic Commerce, Department of Commerce, was confirmed by the Senate October 5. Mr. Cutler, who is well known in manufacturing circles in western New York, came into the bureau six months ago at a nominal salary to assist in putting the organization on a thoroughly business basis. He was made first assistant chief, but since the resignation of Dr. E. E. Pratt, has been acting chief.

Mr. Cutler was born in Buffalo and finished his scholastic education at Lake Forest university and Harvard. For fifteen years he has been president of an important Buffalo manufacturing concern and has been identified in an official capacity with numerous business houses and civic organizations throughout New York state.

Northern Wholesalers Meet

The status of hardwoods markets, prices, stock on hand and future prospects were fully discussed by thirty members of the Northern Wholesale Hardwood Lumber Association, held at the Hotel Bellis in Wausau on September 28. President Humphrey of the G. W. Jones Lumber Company, Appleton, Wis., presided. The various members spoke briefly on their experiences during the last few weeks, but, as most of those present expressed their opinion that more careful consideration of the subjects would result in mutual benefit to the members, it was decided to hold another meeting at Marshfield, Wis., on October 26. At the Wausau meeting it was shown that, though there has been a decided slump in demand during recent weeks, owing largely to a marked decline in building operations hitting the retailers, prospects are bright for the next few months, especially in view of large government demands for hardwoods. An improvement is looked for within sixty days. Stocks on hand were reported as generally satisfactory, but prospects are not bright for production during the next winter in view of the scarcity and high cost of competent labor. Prices were characterized as slightly high in some cases with prospects of reductions in view of the anticipated demands in large quantities. The discussion was confined to present conditions and those of the immediate future.

Memphis Lumbermen's Club Resumes Meetings

The first meeting of the Lumbermen's Club of Memphis for the fall season was held at the Hotel Gayoso, Saturday, September 29. The attendance was quite large and the usual luncheon was served. Ralph May occupied the chair.

Col. S. B. Anderson, chairman of the law and insurance committee, reported that he had been advised by J. K. Shields, United States senator from Tennessee, that there was not the slightest danger of the passage of the bill introduced into Congress providing for an eight-hour law for sawmills. He further said that, as such legislation threatened a single line of industry, it would be, even if enacted, held unconstitutional on the ground of unjust discrimination. He therefore expressed the view that lumbermen should not give themselves the slightest concern in regard thereto.

Col. Anderson also explained to members of the club that it was necessary they use some simple form of declaration to the effect that the lumber they were shipping was manufactured at a sawmill complying strictly with the requirements of the federal child labor law. He said that this was essential in offering their lumber in interstate commerce and expressed the idea that the stamping of such a declaration on the invoices covering all shipments of lumber offered the easiest and simplest way of handling the problem.

The house committee, J. F. McSweyn chairman, reported that the employment bureau of the club had, since June 15, found employment for considerably more than 125 persons and that it had more than 400 applications on file. It also reported that the amount of lumber handled across the exchange board recently installed by the club had exceeded 750,000 feet. This lumber exchange was created only a short time ago and the committee emphasized the fact that it could be made a most useful adjunct of this organization if the members patronized it and supported it as their interests demanded. "Lumber wanted" and "lumber for sale" are posted on the board, which is located in the club rooms in the Chamber of Commerce building.

W. H. Dick of the Tallahatchie Lumber Company, Phillip, Miss., was elected an active member. Four other applications for active or associate membership were filed and will be voted on at the next regular meeting.

One of the interesting features of the meeting was the reading of a report by John W. McClure, secretary of the Gum Lumber Manufacturers' Association, and George C. Ehemann, of the river and rail committee of the club, dealing with the prominence of Memphis as a hardwood manufacturing center. It was in the form of a letter to Charles Morford of the Navy Department at Washington, and was written at the request of the latter, who stated that he had, in disputing the claim of Buffalo as the largest hardwood lumber market in the world, made the assertion that Memphis produced more hardwood lumber, through mills in the city proper and in the adjacent territory, than any other two cities in the world. He declared that he believed himself to be on solid ground of fact in making this statement, but he asked that the club give him the necessary data to back up this assertion.

A letter was read from Mrs. W. A. Waddington expressing the thanks of herself and her husband for the beautiful flowers sent the latter when he was stricken with paralysis some time ago. Mr. Waddington has almost recovered from the attack. He is president and general manager of the Valley Log Loading Company.

A letter was also read from Mrs. A. B. Nickey thanking the club for the handsome floral tribute sent by the latter on the occasion of the recent death of her husband, Addison Boyd Nickey.

F. E. Stonebraker, who has been representing the club on the committee composed of representatives of all the leading commercial organizations, dealing with the question of adequate river and rail terminals, reported that excellent progress was being made in handling this subject and that he thought he would be able, by the date of the next meeting, to announce that the site for these terminals had already been secured. A bond issue of \$500,000 to raise the money for the building of these terminals was authorized some time ago.

Chicago Lumbermen in Patriotic Meeting

Members of the Lumbermen's Association of Chicago met for luncheon at the club rooms on Tuesday, October 9, the occasion being a patriotic rally.

Among the prominent speakers were F. J. Loesch, lawyer, who addressed the meeting on patriotism; C. B. Flinn, counselor to the Chamber of Commerce of the United States, who reported on the war convention recently held at Atlantic City. George J. Pope, prominent member of the association and ex-president, explained the work of the exemption board on which he served.

Twentieth Engineers Rapidly Recruiting

The second forestry regiment or 20th Engineers (Forest) is being rapidly officered under a co-operative arrangement between the War Department, the Forest Service and the committee on lumber, Council of National Defense. At the request of the first two branches of the government service, the lumber committee named a special subcommittee to secure officers from among the lumbermen of the country. W. R. Brown of New Hampshire is chairman of this subcommittee and R. H. Downman, New Orleans, and W. M. Ritter, Columbus, O., are members of it.

This committee undertook the task of finding 232 men suitable to be commissioned as officers in the regiment, or half the total number of officers. The Forest Service and War Department are each to furnish one-quarter of the total number of officers. There will be 7,500 non-commissioned officers and enlisted men in the 20th regiment. In getting the lumbermen's quota of officers, the Brown subcommittee divided the United States into fourteen regions, in each of which a committee was appointed to select suitable men to become officers. The committees were given until September 27 to make their recommendations, which were submitted to the War Department for approval. Some names, it is understood, have not yet arrived from Michigan and Wisconsin.

The selection of a number of officers by the War Department for assignment to the 20th engineer regiment have been announced as follows:

The following-named officers, Engineer Officers' Reserve Corps, are relieved from duty at the engineer training camp, American University, and are assigned to the Twentieth Engineers (Forestry), and will report in person to their regimental commander for duty: Capt. Harry V. Campbell, First Lieuts. Gilbert C. Eastman, Thomas W. Poindexter and Wendell D. Volk, Second Lieuts. Charles J. Davis, Jr., Richard L. Hyde, Hollister Johnson and Roy L. Chaffin.

The following-named officers, Engineer Officers' Reserve Corps, are relieved from duty at the engineer training camp, Fort Leavenworth, Kan., and are assigned to the Twentieth Engineers (Forestry); they will proceed without delay to Camp American University, Washington, D. C., and report in person to their regimental commander for duty: Capt. Harry W. Boetzkes, Andrew J. Fisk, Jr., and James C. Long; First Lieuts. Mark R. Ethell, Charles C. Kelley and Wendell J. Wilson; Second Lieut. Earl B. Birmingham.

The following-named officers, Engineer Officers' Reserve Corps, are relieved from further duty at the engineer training camp, Vancouver Barracks, Wash., and are assigned to the Twentieth Engineers (Forestry); they will proceed without delay to Camp American University, Washington, D. C., and report in person to their regimental commander for duty: Capt. Arthur W. Elan, First Lieut. J. Leroy Wood, Second Lieut. Arthur N. Drips.

The forests in which the work will be done consist of pine and fir in some sections, and of oak, beech and other hardwoods in others. The forests are generally not extensive; the trees are smaller than in virgin American forests, but the stands are often quite heavy. These forests resemble the woodlots of southern New England; the operations will be similar to portable sawmill logging and tie cutting in Massachusetts, Connecticut, Maryland and Virginia. The larger logs will be sawn into boards and dimension material, while the smaller trees will be cut into hewn ties, poles, props, etc. The closest possible use of timber will be required.

Meeting Reveals Strength in Gum

It transpires, following the meeting of the governing board of the Gum Lumber Manufacturers' Association at Memphis, October 6, which was attended by a number of other prominent members of that organization, that the stocks of gum lumber of all kinds on September 1 this year, as reported by the same members reporting a year ago, exceed those at the corresponding date in 1916 by only 3,000,000 feet. Stocks last year were very sharply below normal and this small excess leaves them still below that standard, with the result that those who participated in the meeting October 6 feel very optimistic regarding the future of both business and prices.

John M. Prichard, secretary of the association, states that members in attendance were confident that the scarcity of labor, which is now so great that it is difficult to get together a whole saw mill crew in the country, and the unfavorable weather which usually prevails during much of the winter, will bring about a further curtailment of output and thus leave the market in even stronger position than it is at present, so far as supply and demand are concerned.

It is quite apparent that buyers of gum lumber, like those in other items, are pretty well filled up at the moment and that they are not in the market in a big way for their requirements. It is believed by those who attended the meeting, however, that the lumber now in the hands of consuming and distributing firms will not last long and that they will soon be forced to re-enter the market. When they do they will find holders independent about selling and quite firm as to values because of the discovery on their part that stocks are not large and that they are confronted with conditions which will naturally bring about a reduction in output.

The only other action taken by the governing board at the meeting was the authorization of the appointment by the president of a committee to confer with representatives from the Southern Hardwood Traffic Association, the Southern Alluvial Land Association, and the American Oak Manufacturers' Association regarding the dates of the annuals of these various bodies. It is anticipated that plans somewhat similar to those of last year will be followed, calling for the holding of the annual of each of these organizations on succeeding days in January. It has been discovered that this plan greatly increases the attendance and that it likewise adds appreciably to the general interest and enthusiasm.

B. F. Dulweber, vice-president of the association, presided at the meeting. There were about thirty-five present.

The committee to be named as stated above will be appointed by President Weiss on his return to the city.

Quixley New Vicegerent for Chicago District

A. C. Quixley of Chicago was chosen by the executive committee of the local Hoo-Hoo as vicegerent of the Chicago-northern district to succeed L. J. Pomeroy. Mr. Pomeroy was recently elected to the post of jabber-wock on the supreme nine.

It was decided that the concatenation be held at Chicago on November 9. It will be held in the rooms of the Lumbermen's Association of Chicago and will be preceded by a banquet.

With the Trade

Purchase Tract of Hardwood in New York

The John J. Soble Lumber Company, Inc., of Rochester, N. Y., announces that it has purchased the timber on about 100 acres of land near Cuba, Alleghany county, N. Y. The timber consists of maple, cherry and ash. The mill will be put in at once and operations started within thirty to sixty days.

Is Enlarging Plant

The Roddis Veneer & Lumber Company, Marshfield, Wis., announces that the work has begun on the enlargement of its main buildings, which will be effected by means of an addition 36x84 feet, three stories high to the south end of the buildings. The company's office is also being enlarged.

Sells West Virginia Timber

A timber tract and sawmill owned by J. C. Gardner near Johnstown, Pa., was sold recently by George B. Somerville to a syndicate of Clearfield, W. Va., capitalists. The tract is located in Fayette county. The consideration is said to be in the neighborhood of \$40,000.

Ritter-Burns Lumber Company Organizes

A charter was issued the beginning of the month by the secretary of state in West Virginia to the Ritter-Burns Lumber Company at Huntington. The company has an authorized capital stock of \$100,000. The incorporators are: C. L. Ritter, B. B. Burns, H. K. Eustler, E. E. Williams and Paul W. Scott. C. L. Ritter is president; B. B. Burns, vice-president and treasurer, and H. K. Eustler, secretary and sales manager.

The company will have offices on the eleventh floor of the First National Bank building, Huntington, W. Va., and will handle the output of the C. L. Ritter Lumber Company. It will ultimately engage in the manufacture of timber products.

It is stated that the Rockcastle Lumber Company, which has finished its cut in Kentucky, will dissolve in a short time.

R. J. Darnell, Inc., Expands Timber Holdings

R. J. Darnell, Inc., Memphis, Tenn., has purchased the timber on 3,000 acres of land adjoining its large timber holdings near Batesville, Miss. The Batesville & Southern, which runs through the timber properties of this firm, also goes through the newly acquired timber holdings and will be used for developing the latter. This firm is making many improvements at Batesville, where its double band mill is located, all with a view to saving labor and reducing the cost of manufacturing and distributing its output.

Norman-Fulton

The wedding of Edwin Norman, vice-president of the Norman Lumber Company, Louisville, to Miss Nell Crutcher Fulton, daughter of Dr. Gavin Fulton, Louisville, will be solemnized at St. Paul's church on the evening of October 10. Mr. Norman is also vice-president of the Louisville Hardwood Club and a director of the Southern Hardwood Traffic Association, Louisville branch.

In His Father's Steps

The annual announcement of the line-up of the football team to represent the Louisville Boy's High School, carried the name of another Norman, the Normans having been leaders in football in Louisville for a number of years. A few years ago Barry Norman, head of the Holly Ridge Lumber Company, and his brother, J. Van Norman, a well-known lumber and coal interstate commerce authority, were noted local players. About two years ago Colgan Norman, eldest son of Barry Norman, broke into the game and became a star, while in 1905 Edwin Norman, now of the Norman Lumber Company, was a star. This season Barry Norman, Jr., will play as a guard on the local eleven.

Big Pritchard & Wheeler Mill Starts Cutting

C. G. Kadel, general manager of the Pritchard & Wheeler Lumber Company, is circulating among his many friends in Memphis this week. He has just arrived here from Wisner, La., where he has been during the past eight weeks. Mr. Kadel superintended the construction of the big hardwood plant of the company at Wisner which was recently put in operation. He said that the machinery had been pretty well adjusted and that the plant would be going at maximum capacity, 75,000 feet per day, very shortly. Mr. Kadel also said that the company planned building its second mill next spring. This is to be located at Bruin Lake, La., and is to be similar in capacity and design to that constructed at Wisner.

May Brothers Purchase Big Tract

May Brothers, who operate a large band mill in Memphis, have purchased 8,500 acres of hardwood timberlands in Grenada county, near Grenada, Miss., for a consideration of between \$300,000 and \$400,000. The property was acquired from the Maley Land & Lumber Company of Evansville, Ind., and the transaction was closed October 1. The land is well timbered with oak, ash, gum and other hardwoods and the new owners plan the installation of a mill for the development thereof, preferring this to bringing the logs to Memphis. The property is located on the Yazoo & Mississippi Valley line of the Illinois Central System, but Ralph May stated that it would be necessary for the firm to build seven or eight miles of railway to facilitate development. This is the third big timberland transaction recently in which Memphis lumbermen are interested, the other two being the joint purchase by Penrod, Jurden & McCowen, Inc., the Gayoso Lumber Company and George C. Brown & Co. of 14,500 acres in eastern Arkansas and the buying by the Pritchard & Wheeler Lumber Company of nearly 30,000 acres in Louisiana.

Buys Government Timber

One of the largest timber deals which has been made in Arkansas in recent years was consummated on September 26, when the Forestry Department of the United States Government notified the Fourche River Lumber Company of Bigelow that it was the successful bidder for the 96,500,000 feet of yellow pine, white, red and black oak timber recently advertised for sale by the government. The total amount of the sale price was \$269,275. This timber is located in the state's national forests, along the watersheds of the Alum Fork, North Fork and Maumelle rivers, and comprises an area of 33,000 acres. The timber is made up of 15,600,000 feet of white, red and black oak, and 80,900,000 feet of yellow pine. The bid of the Fourche River Lumber Company, upon which the award was made, was \$2.75 per thousand feet for the yellow pine and \$3 per thousand feet for the hardwood.

Under the contract the purchasing company is to begin cutting the timber by April 1, 1918, and is to have it all removed by April 1, 1928, or during a period of ten years.

The state, and especially its school and good roads funds, will profit from the transaction, as twenty-five per cent of the receipts of the forest sales are turned over to the state for school and road purposes. An additional ten per cent of the sale price will be spent by the Forestry Department upon the roads within the forest reserves. The total amount that will come to the state for school and road purposes from this sale will be \$67,318.75, while \$26,927.50 will be spent on the roads within the forests by the government.

John N. Scatcherd

The death of John N. Scatcherd on Sept. 23, from apoplexy, removed a lifelong member of the hardwood lumber trade, a man who in his day had been very active in that branch of the business, although at the time of his death he had practically retired. As the head of the extensive trade

left him by his father, James N. Scatcherd, he not only conducted a large business in Buffalo, but he owned a sawmill in Memphis, with a resident manager, and was president of the Batavia & New York Woodworking Company, a large establishment at Batavia. He still retained the extensive family homestead near London, Canada.

He was very active and public-spirited. For instance, he was called the father of the grade-crossings movement in Buffalo, and he led it actively so long as it was necessary. He was the chairman of the general committee of the Pan-American Exposition in 1901 and at the time of his death was a valued member of the Buffalo Terminal Commission, which had secured the building of the large Lehigh Valley and Lackawanna passenger stations in the city and was near to closing a contract with the New York Central for the same thing. He stood high in banking circles and was some time president of the Bank of Buffalo. Several years ago he was an unsuccessful candidate for mayor of Buffalo. He was more than once president of the Buffalo Lumber Exchange and the National Wholesale Lumber Dealers' Association, both of which he helped organize. He was twice president of the Buffalo Merchants' Exchange. He was born in Buffalo September 12, 1857, and graduated at Helmuth College, London, Ont. He was twice married. His first wife died in 1914, leaving one son, James Newton Scatcherd, and one daughter, Mrs. John G. Milburn, Jr. His second wife was Mrs. Loris Loring Horton, to whom he was married on August 7, 1917, and who survives him.

Pertinent Information

Some Big Masts

Ship masts 136 feet in length and 26 inches in diameter are big sticks of timber, especially when they are to be shipped to Cape Town, South Africa. Four masts of this size are being turned out by Robt. McIntosh, a pioneer shipbuilder of Portland, Ore., and they are among the longest ship masts ever built on the Pacific coast, if not anywhere in the world. They are free from the slightest blemish and constructed of Douglas fir timber, which grew on the Cowlitz river. Six booms and four gaffs are also being built by Mr. McIntosh, which, together with the masts, will go to the southernmost point of Africa.

Hear Oral Arguments on Reconsignments

Representing wholesale and manufacturing lumbermen, E. E. Ebert appeared October 5 before the Interstate Commerce Commission in oral arguments in the reconsignment case. Some lumber interests favor the imposition of a heavier charge for the reconsignment privilege; others oppose it. A. G. T. Moore, assistant secretary of the Southern Pine Association, attended the arguments. The arguments were the first heard officially by the new members of the commission, just sworn in.

The commission is considering a proposition to order expansion of its statistical system with reference to shipments of, rates on and revenue from lumber.

Lumbermen have also been attending arguments in the export freight free time reduction case.

The commission has denied the application of the Georgia, Florida & Alabama Ry. for authority to establish a rate of 28 cents per 100 pounds on tight wooden barrels in less than carload lots from Bainbridge, Ga., to Carrabelle, Fla., without observing the long and short haul provision of the fourth section of the interstate commerce act.

Baltimore Exports

The statement of exports from Baltimore for August, which was received here September 25, shows no improvement over the previous months, though three additional items as against July appear upon the list. All with one exception are small, the exception being spruce, of which 916,000 feet was shipped during the month, against only 395,000 feet for August, 1916. The feature about this item, however, is the gain in declared value, the shipments for August having been valued at \$83,669 against \$23,232 for August, 1916. This would suggest either that more select lumber was shipped or that the augmented demand for stocks suitable for aeroplane construction forced up prices to a very pronounced degree. In the future, of course, there is not likely to be a further augmenting of the quotations, the government having taken over the control of this wood, making purchases for the Allies as well as for itself. As for the rest of the list, it included 5,000 feet of gum, 39,000 feet of oak and 32,000 feet of white pine, with a small lot of office furniture. One item of an unusual character is implement handles, of which shipments to the value of \$15,185 were made. This is the first time in years the item has appeared on the exhibit. "Other manufactures of wood" dropped to the insignificant sum of \$216.

Representations of Robert Beacham, secretary of the Merchants and Manufacturers' Association, Baltimore, and others have resulted in the Export Administrative Board deciding to establish a branch office here, at which export licenses may be obtained, making it unnecessary for exporters to go to Washington for these documents. Exporters are now urging that the branch office should be authorized not only to issue permits for shipments passing through Baltimore, but going by way of any other port, for only in this manner will the object aimed at in the opening of the branch office be really subverted, as exporters of lumber do not confine themselves to any one port, but route shipments whichever way seems advantageous.

A New Ship Every Day

Thirty thousand men at forty ship yards along the Gulf and Atlantic coasts are now rushing to completion 250 hulls for ships which will compose the initial unit of Uncle Sam's great wooden fleet to "bridge the ocean." So rapidly has the work gone forward that it is expected the first hulls will be launched in October.

Within seven to eight months after construction was begun, many of these ships will be ready for sea, and from that time on the American government will be able to add to the Allies' ocean tonnage, as long as needed, a new wooden ship of 3,000 to 3,500 tons capacity for every working day in the year. This is in addition to almost as many other wooden ships being built for private interests.

New yards are springing up at many points to meet the requirements of the United States Shipping Board, which has announced its determination to build all the ships of both wood and steel that can be produced during the period of the war.

Four hundred million feet of southern pine timbers will be needed within the next twelve months to complete the government's wooden shipbuilding program, according to W. J. Haynen, assistant purchasing agent of the Emergency Fleet Corporation, who has recently made an extensive tour of the southern pine producing territory.

"The Emergency Fleet Corporation program first called for the launching of hulls in November, 1917," says Mr. Haynen, "but the majority were to be launched after January, 1918. We are now trying to start the launching of hulls in October and advance the 1918 program from 30 to 60 days."

Foreign Trade Briefs

It has been decided by the Exports Administrative Board that baskets, beehive material, chair seats, creosote, office furniture, stump pulling machinery, matches, pulley blocks, railroad cars, roofing, roots and barks, Cinchona bark, saw blades, soap tree bark, spokes, veneer board, wood type and various other articles need not have export licenses in order to be shipped from the United States to allied countries and American neutral countries. However, licenses will be required on such shipments to Germany, her colonies, allies, occupied territories, to Greece and European neutral countries.

Charles L. Hoover, United States consul at Sao Paulo, Brazil, writing of lumber production and furniture manufacture in that region, says in a recent report to Washington:

Where waterways available to carry logs and timber to the capital of the state, which is its greatest industrial center, lumber would be as cheap here as anywhere else, but all wood must come by rail. Another difficulty is that 100 acres of forest land may contain nearly as many different varieties of trees, and it is not possible to turn out large quantities of lumber of uniform quality, so that production is costly. There are few woods having a density similar to the oak and hickory of the United States, practically all of them being either harder or softer.

In spite of the high price of lumber, the manufacture of furniture is rapidly becoming one of the important industries of the state. There are 44 factories in the city of Sao Paulo which produce all kinds of furniture for the office, store and home. The furniture department of the school of arts and crafts maintained by the state turns out on a large scale "de luxe" products comparable in quality and appearance to the best made.

Consul F. J. Dyer reports from Tegucigalpa, Honduras, that considerable work is being done near Nueva Armenia, Honduras, in getting out mahogany and other timber.

Eucalyptus and the Treenail Question

A letter received by this paper from Seattle, Wash., from a writer who does not sign his name, has the following to say about eucalyptus treenails:

In your issue of September 10 you have an article—"The Wood for Treenails." In this article you state that the government has reached the decision that treenails must be of locust or eucalyptus. Four pages further on in the same issue you give an article entitled "The Shrinkage of Wood," and the figures show that yellow locust shrinks 98 feet to the thousand, whereas eucalyptus shrinks more than any other wood on the list, or 225 feet to the thousand. Inasmuch as shrinkage is a vital factor in treenails, it seems to me that the fact that eucalyptus shrinks more than any other wood shown on the list proves that it is not a good wood for treenails. This much for theory.

Now for an actual test case. The writer has just received a letter from a friend in the shipping business in San Francisco regarding the following case: The sailing vessel "La Merced," a wooden boat recently built on San Francisco Bay for the Standard Oil Company, and fastened with eucalyptus treenails, before making a single trip was on September 29 hauled up on the Union Iron Works drydock in San Francisco and every eucalyptus treenail removed and locust substituted. The eucalyptus treenails had shrunk so that the head of every treenail showed a circle of cracked paint on the white sides of the ship. The eucalyptus treenails were driven out, wedges and all, with the greatest ease, and when removed were in every conceivable shape and the wood was dead.

It hardly seems to me possible that the government can sanction the use of eucalyptus in treenails after a case such as the above. The foreman of the drydock stated that it was his opinion that if this ship had gone out with the eucalyptus treenails in her she would never have come back.

The point in the above is that eucalyptus pins failed because of shrinkage, but the species of eucalyptus is not stated. It was probably blue gum (*Eucalyptus globulus*), which is the common eucalyptus grown in California, and the one tested by the government with the result of 225 feet shrinkage in 1,000, as referred to above.

There are more than 150 species of eucalyptus in the world, most of them in Australia. The one recommended for treenails was not the California blue gum, but a species known to botanists as *Eucalyptus sideroxylon*, and to the trade as red gum, red eucalyptus, or red ironbark. A few trees of this species were planted many years ago near San Jose, Cal., and a little of the wood has been used and found excellent; but when it is

wanted in commercial quantities it must be brought from Australia. This is doubtless the wood recommended for treenails. It looks like cherry but is much harder. Exact figures showing its percentage of shrinkage are not at hand, but Tiemann, who made lists of it, reported that its shrinkage was not objectionable.

This explanation seems to clear up the apparent inconsistency pointed out by the anonymous correspondent. The fact remains that locust (that is, the black or yellow locust) is the best wood for treenails, and builders of wooden ships can make no mistake in using it, though there are other woods which make good treenails.

Government Lumber Needs Still Expanding

Many prominent lumbermen connected with the Hemlock and Hardwood Manufacturers' Emergency Bureau have been in Washington recently in connection with a misunderstanding that arose over orders for additional lumber for the Rockford, Ill., army cantonment.

Among the number were R. B. Goodman, acting president of the National Lumber Manufacturers' Association; Edward Hines of Chicago; O. T. Swan, secretary and manager of the bureau; J. J. Lingle and others.

The Hemlock and Hardwood Manufacturers' Emergency Bureau had been receiving all orders for lumber for Rockford until a week or two ago, when an order for a couple of million feet was placed with the Southern Pine Emergency Bureau. Since then further orders have been placed with the Hemlock and Hardwood bureau for use at Rockford.

There were a number of conferences here during several days on the part of the gentlemen named above with members of the committee on Lumber, others connected with the Council of National Defense, and officers of the War Department.

Mr. Swan says that his bureau has received 4,000,000 feet additional orders for Rockford recently, and that a total of 70,000,000 feet of lumber has been furnished by his bureau and the Michigan Hardwood Manufacturers' Bureau for the Rockford and Battle Creek, Mich., cantonments, that amount of lumber being taken from Wisconsin and northern Michigan for government army purposes.

Information handed to the emergency lumber trade bureaus indicates that most of the government's orders for lumber for military camps have been distributed and filled. The total is said to aggregate \$50,000,000 in value. There are and will be still some comparatively small bills of such lumber ordered. Large orders, it is said, will be exported to France for military purposes and for the construction of storehouses, and for building wooden ships. However, lumbermen in touch with the government business say that there will be building operations continued on a greater or lesser scale at the several cantonments and national guard camps for the next six months.

Among the indications of this was the recent announcement that large frame theatres will be built at each cantonment for the entertainment of the men of the national army. Smaller camps are being constructed in various parts of the country for training special classes of men for quartermaster, ordnance and signal branches of the army. One of these in Washington will contain over 100 frame buildings for machinists in the quartermaster department.

It is thought that wood will get its share of the storehouse construction jobs, but war department officers say that 100 large storehouses will be built in France of metal. Gen. Black, chief of engineers of the army, is reported as saying that \$20,000,000 is to be spent for constructing barracks and quarters for American troops in France.

The government is to build a big \$2,000,000 frame building in Washington for war and navy department bureaus that are overcrowded. The building will take 12,000,000 feet of lumber and will have over 1,000,000 square feet of floor space.

Many million feet of lumber and timber will be necessary in constructing the ship ways, piers and other structures in the government plants for building fabricated steel ships. At Hog Island, Pa., alone, 40,000,000 feet of lumber will be required for these purposes.

It is reported that there is a shortage of hardwood stock for wheels for cannon and for wagons for the ordnance, hospital and quartermaster departments of the army. Ash is being used by the Italian government for the upright pieces in their big Caproni airplanes, which will carry twenty-five people. The Italians are using Douglas fir for wing beams in their airplanes.

The Council of National Defense is conducting hearings on the question of housing the employes of factories and other establishments engaged in producing munitions and necessary war supplies. There is such a scarcity of houses for workers in New England and in eastern and middle western cities where munition plants are located, that it is claimed the efficiency and capacity of those plants is materially limited. The government is being urged to take up the problem and loan money for building dwellings, or to build them itself. It is asserted that some such step is necessary if the problem is to be solved. It is pointed out that in England and France the governments have taken hold of the housing problem and gone into the construction of buildings for residence purposes. Organized labor and various members of Congress and government officials are in favor of the United States government taking the plunge.

Even the question of materials has been considered by experts studying the problem. It is claimed that clay products, tile, terra cotta, cement blocks or concrete would be more desirable and cheaper than lumber or frame construction, because it is said that lumber is comparatively high

in price; also that it is more difficult to obtain carpenters than workers in the substitute field.

Nine thousand standard gauge flat-top box cars have been ordered by the government for use in transportation behind the lines in France. The cars are of standardized type and are being built rapidly. It is said that they are of wood, with steel braces, etc.

The box cars for the American lines in France have about three times the capacity of the standard gauge box cars used by the French railways until recently. They have the same coupling equipment, etc., as the French rolling stock, so as to be interchangeable with it. The iron railing which runs the length of the car along the top is used to throw a tarpaulin over to protect the contents of the car from the weather. The inside length of the car is 36 feet and its capacity 33 tons.

Old Vessels to Be Used Again

Vessels of many kinds are scarce and costly, and new construction is so expensive and so slow, that the marine graveyards everywhere are being raked over for veterans of the sea long since laid away to rot and rust, but which, with a little fixing, may be made fit for a few more trips.

The old Schooner Evolution, recently raised from a four years' sleep in the mud at Portsmouth, N. H., is a fair example of what may be expected of the resurrection. Hundreds of old tubs ornament the coves and creek-mouths of the Maine coast, and many of them might be patched up and made to serve a while yet. Even the historic relics and replicas are to be made to help bear the burden of war.

The Properties of Greenheart

C. H. Pearson, the well known importer of the foreign woods, 29 Broad way, New York, has written to HARDWOOD RECORD concerning the properties of greenheart. He takes exception to certain statements contained in a recent article in this paper, and he presents additional facts, which make his letter valuable for the information it gives. A summary of his letter follows:

In the first place, true greenheart is rarely used for fishing rods. While it is admirably adapted for this line of manufacture, practically all of the so-called greenheart employed in making fishing rods is Surinam greenheart, an entirely different wood known sometimes as washiba or fethabara. It is not correct, therefore, that "its highest use is in the manufacture of fishing rods." As a matter of fact, it is one of the foremost shipbuilding and other naval construction woods and outlasts teak, oak and mahogany. These uses deserve prime consideration in referring to this wood and its properties.

Those who know greenheart best and have handled it from the stump to the finished product in the form of quoins, miter posts or keel blocks do not attribute to it the bad quality of splitting or checking. All writers on greenheart, who are familiar with the wood, tell us that it opens at the ends, but they also state that these splits rarely extend for more than two or three feet in from the ends. Comparing this condition with that of Spanish cedar, a wood noted for its staying and non-checking qualities, frequently splitting from end to end, and many logs in the average shipment opening "like the mouths of alligators," it may be appreciated that greenheart is not prone to check excessively.

True greenheart even if exposed to the direct rays of the sun, for many months does not open from end to end.

The reason why logs are kept in the water is to avoid unnecessary handling. They are brought down the streams and rivers and stored at convenient points on river banks where loading directly upon steamers is possible. If there is another motive for storing them in the water, it is for the purpose of preventing borers from getting into the sapwood. Greenheart logs at source of origin are never purposely buried in mud to prevent splitting.

Men who have handled greenheart logs in the sawmill for years do not claim that this wood behaves different from any other kind of like weight and hardness. The alleged freakiness of "flying open before the saw has time to open them" is a myth. This may be possible under conditions in which the log is not properly fastened on the truck, while the saw is passing through it. Such splitting may take place with any log of very hard, heavy wood, if it is not properly clamped on the truck.

The last but not least of the errors in this brief note is the reference to its supposed poisonous qualities. True greenheart is NOT poisonous. Just why this statement persists is difficult to understand, for no one appears to know of a single case of poisoning as a result of splinters getting into the hands of workmen.

England Issues Shipping Rules

Of interest to the hardwood lumber industry, it is believed, are several recent rules and regulations relative to the international timber and lumber trade. For instance, the American Consul General in London has cabled under recent date as follows:

"Controller Timber Supplies announces application for licenses to import from Canada and United States will be recommended on following terms: In any unrequited space under deck of British or allied steamers and in neutral steamers if approved by interrelated chartering executive. Timber must not displace foodstuffs or munitions. Shipment must be within three months of application. Importers must be bound to sell soft wood at cost plus ten per cent, provided price so calculated does not exceed by one-third prices current during last week January, 1917."

The consul general at London has also cabled that the British Board of Trade has given notice of an agreement with the French Government for issuance of licenses for import into the United Kingdom of French goods other than wood and timber, woodworking machinery, and various other articles, which presumably are needed more in France than in England.

The Exports Administrative Board has decided that combination shipments of various articles each valued at not over \$100 may leave the country by permission of the collector of customs at the point of exit, except to enemy countries and European neutrals.

It is announced by the Exports Administrative Board that for exporting hardwood and other lumber on the President's proclamation embargo list of August 27, shippers must use Application Form A-1 for proposed shipments to European neutral countries, and Form A-2 for proposed shipments to other neutrals and to allied countries.

The export board is co-operating with the Canadian food controller with a view to facilitating lumber camps near the northern border of this country to obtain supplies of foodstuffs without special license for their export. It has also been decided that exports to Canada in transit for the allies need not have a special license for each shipment, provided the shipments contain the same commodities for which license has been granted to the same shipper in the case of such shipments.

The Canadian government has embargoed shipments to Scandinavia and Holland of wood, wood manufactures and many other articles.

Ethyl Alcohol from Wood as Good as Any Other

There is no reason for discriminating against ethyl alcohol made from wood in favor of that from grain or molasses, according to the government chemists of the Forest Products Laboratory at Madison, Wis. The amount of impurities in commercial ethyl alcohol, they say, is very small, and the impurities are probably less objectionable when wood is used as a base than when grain or molasses is used.

The prejudice against the use for some purposes of ethyl alcohol made from wood is probably accounted for, the experts say, by a confusion with methyl or "wood" alcohol, which is poisonous. Both products are derived from wood, but are radically different. The ethyl, or grain alcohol, is made by reducing the wood to sawdust, treating the sawdust with an acid to produce chemical sugars, and converting the fermentable sugars into alcohol by fermentation, as in the case of grain or molasses. Wood alcohol, however, is obtained by condensing certain gases which are liberated when the wood is heated in air-tight retorts, so that it decomposes without burning.

Ethyl alcohol has, it is stated, been commercially manufactured from wood in this country for several years. It is suitable for any use to which ethyl alcohol from any other base is put. Improvements on the processes which have been developed at the Forest Products Laboratory have made it possible to decrease the former cost of production.

West Virginians Protest Car Shortage

Thirty lumber operators on the Baltimore & Ohio lines from Clarksburg to Richwood and Pickens, W. Va., met at Richwood in late September to act on the shortage of cars. The meeting revealed a serious situation in the lumber industry in that section. The matter has been actively taken up with Baltimore & Ohio officials many times during the last few months. Many promises have been made but in spite of this the supply has been growing less for the past three months. It was the sense of the meeting that while B. & O. officials have made every effort to improve the supply, the matter is really in the hands of the National defense. A committee of five was appointed to go to Washington to handle the matter.

According to evidence presented, many cars diverted to the southern district by the Council of National Defense have given southern shippers more than their quota, this at the expense of those located at more easterly points. It was stated that as a result of surplus of cars in some southern points, which it was claimed existed, consignment shipments have become more common.

It was shown that the supply on the West Virginia and Pittsburgh division of the Baltimore and Ohio has not been more than fifty per cent of normal for the past six months; that thousands of cords of pulpwood and bark are rotting in the woods because of inability to get cars. The evidence brought the claim that the West Virginian and Pittsburgh shippers feel that they are being discriminated against either wilfully by the Baltimore and Ohio officials or on the other hand that the Baltimore and Ohio is not receiving its just proportion of cars.

Late Washington News

(Special dispatch to HARDWOOD RECORD)

Washington, D. C., Oct. 9.—The war industries Board, Council of National Defense is endeavoring to settle an apparent conflict between the shipping board and the Navy Department, which are on the market for quantities of lumber and timber suitable for shipbuilding. The matter is being dealt with by the boards' committee on clearance of which Rear Admiral Fletcher and Col. Pierce are members, and they are being assisted by Rear Admiral Rousseau, it is reported.

While the shipping board has commandeered large timbers for wooden ships the Navy Department bureau of supplies and accounts has issued a call for millions of feet of material much of it of the sizes commandeered by the shipping board. The situation is aggravated by the report that the navy wants to pile up yard stocks for future use, while the shipping board needs lumber immediately. Lumbermen are submitting bids on the navy stuff subject to some authority determining the priority of orders of the shipping board and the navy.

The latter has the power to commandeer also, but has not exercised it as to lumber purchases. The outcome of the situation, it is reported, will be some agreement for co-operation of the navy in the joint purchasing agency of the war industries board, which is buying materials for the war and other departments and the allies. Among other lumber material, the Navy Department is calling for 1,142,000 feet of ash of different grades; 3,500 feet of hickory; 152,000 pounds of lignum-vitae; 58,800 feet of mahogany; 33,000 feet hard maple; 3,000 feet walnut; 131,000 feet poplar; 200 oak plies; miscellaneous quantities of green bending oak, white or red; plain domestic white oak, green; and a total of 297,000 feet of either white or red oak for various purposes.

F. M. Paxton, who was said to have been appointed assistant purchasing agent of the Emergency Fleet Corporation to deal with hard-

wood purchases, is branching out into the softwood field, and is placing orders for piling and lumber for ship ways and other preliminary construction at the proposed big government plants for building fabricated steel ships. He has ordered 96,000 piles from the Georgia-Florida Yellow Pine Emergency Bureau.

The question of readjusting the prices of cantonment lumber for the next month and the price of ship timber and lumber on the first 100 wooden ship schedules ordered is under negotiation this week between the committee on lumber, Council of National Defense, Shipping Board, and committees representing lumber interests.

Pacific coast spruce is the next lumber commandeered. Some time ago the government let the spruce men know it wanted all the suitable spruce for aircraft stock. Certain hardwood stock is not unlikely to be commandeered next.

Rumors that Major George R. Sligh of the Aircraft Production Board and well known in the furniture trade of his home city of Grand Rapids, has resigned or will resign are denied at his office. Major Sligh has been handling questions pertaining to lumber for aircraft manufacture for the government.

The Treasury Department has issued an order that drawback be allowed on the exportation of veneers and sawed lumber manufactured by the Astoria Veneer Mills and Dock Company of Long Island City, N. Y., from imported fitches.

It is announced that the first forestry regiment has reached France safely.

Shippers have been allowed fifteen days to file printed arguments with the Interstate Commerce Commission in the reconignment case. Carriers five days to reply. G. M. Freer of Cincinnati and Claude Owen of Washington appeared at the reconignment case. Arguments were made for different groups of many lumbermen, manufacturers, wholesalers and retailers, including numerous hardwood concerns, in opposition to the proposed charges for reconignment.

In the complaint of the Lamb-Fish Lumber Company, against Yazoo & Mississippi Valley Railroad, the Interstate Commerce Commission has reopened the case for further hearing upon the question of reparation due to alleged misrouting of shipments of gum and oak lumber from Charleston, Miss.

A committee of West Virginia hardwood and other lumbermen is here on the car shortage situation.

The committee on lumber and other committees of the Council of National Defense, it is understood, will be reorganized into advisory bodies representing various industries in co-operating with the government. By getting rid of their official status these committees, it is claimed, will comply with the new law and with the suggestion of the United States Chamber of Commerce.

Wooden Shoe Soles for Soldiers

Experiments are under way looking to the equipment of the Holland army with wood-soled shoes. Holland has 600,000 men under arms to protect the country's neutrality, and though no fighting has taken place, the country is feeling the expense of keeping so large an army on a war footing. Shoes with wooden soles are much cheaper; but questions besides cheapness must be considered. Several thousand pairs of shoes have been distributed among the Dutch soldiers in order that wooden soles may be given a trial to determine their value in actual use. The working people in Holland generally wear wooden shoes, but they are objectionable from the soldier's standpoint.

New Factory Equipment Needed

The French government estimates that the parts of France which the Germans have overrun have 26,000 factories which must be provided with new machinery and other appliances before they can again resume business. The government has appropriated \$50,000,000 for buying new equipment to replace what the invaders carried away or destroyed.

Hardwood News Notes

◀ MISCELLANEOUS ▶

The Acme Planing Mill Company, Portland, Ore., has dissolved.

J. B. Frost has been appointed receiver for the Taylor-Frost Manufacturing Company, Toledo, O.

The style of the firm of W. K. Prudden & Co., Lansing, Mich., is now the Prudden Wheel Company.

The Algiers Manufacturing Company, New Orleans, La., has suffered a loss by fire.

The Berhardt Chair Company has been incorporated at Lenoir, N. C.

An involuntary petition in bankruptcy has been filed by the Ithaca Calendar Clock Company, Ithaca, N. Y.

The Greeneville Furniture Company, Greeneville, Tenn., has been succeeded by the American Lumber & Manufacturing Company.

Michael Whissel has been appointed receiver for M. Zeis & Sons, Buffalo, N. Y.

The Omaha Woodworking Company, Omaha, Neb., has filed an involuntary petition in bankruptcy.

The Deemer Manufacturing Company, Deemer, Miss., is now conducting its business under the style of the New Deemer Manufacturing Company (Inc.).

The Newcomb Manufacturing Company, Newcomb, Tenn., has been succeeded by the Newcomb Mantel & Furniture Company.

The Detroit Tank & Seat Company, Detroit, Mich., is moving to Plymouth.

The Krell Auto Grand Piano Company, Connersville, Ind., is now the Werner Industries Company of Cincinnati, O., and the Krell Piano Company at the latter point is now also operating as the Werner Industries Company.

At Brooklyn, N. Y., the Kronenberg Woodworking Company has incorporated.

The Exum Furniture Company, Johnson City, Tenn., has sustained a fire loss.

A receiver for the Ottawa Furniture & Manufacturing Company, Ottawa, Kans., has been applied for.

The Racine Lumber & Manufacturing Company, Racine, Wis., is reported as unable to meet obligations and of submitting an offer of settlement to creditors.

An involuntary petition in bankruptcy has been filed by the Progress Planing Mill Company, St. Louis, Mo.

The Acme Veneer Package Company has been incorporated at Orchard Park, N. Y., with a capital of \$40,000.

At Montreal, Que., the Veneers & Panels Company (Ltd.), has also incorporated.

◀ CHICAGO ▶

The next meeting of the Michigan Hardwood Manufacturers' Association will be held at the Statler hotel, Detroit, Mich., October 25 as announced by Secretary John C. Knox who was in the city on October 9.

O. T. Swan, secretary of the Northern Hemlock and Hardwood Manufacturers' Association, returned from Washington, D. C., on October 1, and stopped in Chicago on his way to Oshkosh, Wis. He spent several weeks in Washington representing his association in the business it has been transacting with the government in the matter of supplying lumber for military purposes.

The Milk Bottle Crate Company has been incorporated locally with a capital stock of \$30,000, as has also the Richter Moulding Company with a capitalization of \$10,000.

At Mound City, Ill., the Mound City Veneer Mills Company has been incorporated at \$20,000.

C. A. Smith, president of the Smith-Barns & Strohber Company, veteran piano manufacturer of Chicago, died recently.

The death is announced of Carl Holstein, secretary-treasurer of the Continental Manufacturing Company, city.

The Rockford Republic Furniture Company has incorporated at Rockford, Ill.

John W. Dickson of Memphis, spent last week in the North, mainly in Chicago.

C. A. Bigelow of Bay City, Mich., passed through Chicago last week on his way to Wisconsin points. Mr. Bigelow has just returned from war consultations at Washington.

Among northern visitors to come on to Chicago after the northern loggers' meeting at Milwaukee last week were M. J. Fox of Iron Mountain, Mich., and Paul Bushong of Gladstone, Mich.

M. C. Dow of the Goshen Veneer Company, Goshen, Ind., was in the city last week.

S. R. White of the S. R. White Manufacturing Company, Bloomington, Ill., passed away recently.

Israel Elkin, treasurer of the Elkin-Siegel Cabinet Manufacturing Company, city, has withdrawn from that concern.

The Republic Photograph Company of Illinois has commenced business with offices at 320 S. Wabash avenue and a factory at 906 W. Lake street, Chicago.

HARDWOOD RECORD has word from John M. Pritchard, secretary of the Gum Lumber Manufacturers' Association, Memphis, that he has been appointed one of the listing officers for the recruiting of the Twentieth Engineers (forestry and sawmill regiment) for service in France. Details of the new unit are found elsewhere in this issue.

H. J. Hegel in charge of the section of lumbering and forest products at Madison, Wis., passed through Chicago last week on a tour of investigation of hardwood supplies. Mr. Hegel has charge of the testing of different hardwoods, as to their suitability for aeroplane work and has already arrived at some interesting conclusions.

◀ BUFFALO ▶

Lumber freight rates on the lakes have gone to an unusually high figure, an advance of 50 cents having occurred this month. The increase brings the rate from the head of the lakes up to \$6, while that from the Georgian Bay district is now \$5. Lumbermen say that these are the highest figures ever paid at this time of year, but it is predicted that a still further advance may go into effect at the first of November. Vessels are scarce, the lumber fleet being only half as large as could be used, and men to man the boats are also hard to find. Hardwoods have been moving by rail from the lake districts for much of the present season.

The United States government has taken over the equipment of the Lake Shipbuilding Company here and removed it to Montreal, where it is being used in the work of putting together the parts of lake vessels which have been cut in two in order to get them through the Welland Canal. A force of 100 men is being sent to Montreal from here to work the outfit for the government.

← PITTSBURGH →

E. V. Babcock of the Babcock Lumber Company is making splendid progress with winning votes for mayor of Pittsburgh. He had a clear lead of more than 5,000 votes in the primaries over his nearest opponent.

J. J. Linehan, formerly president of the Linehan Lumber Company of this city, is having a good year in Cincinnati as representative of the Mowbray & Robinson Company.

W. A. Wilson & Sons, Wheeling, W. Va., who established an office at 419 Fulton building, Pittsburgh, Pa., a few months ago under the management of Arch W. Looney, are having a splendid business this fall. It is largely in sash, doors and builders' supplies, but is also very satisfactory in stocks for river trade.

The Pittsburgh Lumbermen's Club has organized the Build-A-Home Loan Association, which has applied for a Pennsylvania charter. E. A. Diebold of the Higgins Lumber Company will have charge of the publicity.

President J. N. Woollett of the Aberdeen Lumber Company reports that many big manufacturing concerns are out of the market now because they are not certain how much of their profits they must turn over to the government, and are, therefore, not going ahead with new construction projects. C. A. Droz, traffic manager of the Aberdeen, is in Indiana this week, and R. F. Utley, manager of the Aberdeen Chicago office, is spending a few days in Michigan.

The Pittsburgh Wholesale Lumber Dealers' Association has resumed its Monday luncheons at the William Penn hotel and will start a campaign of advertising right away to try to stimulate house building in this city.

Rex Flinn, president of the Duquesne Lumber Company, has gone down to Braemer, Tenn., to spend a few days at the company's big operation there. Business in general is reported slow and irregular among both manufacturers and retailers.

← BOSTON →

The Massachusetts committee on public safety announces the organization of another regiment of foresters to be sent to France, similar to that which is now operating in the woods and estates of Scotland and England. The regiment is to consist of eight battalions of 774 men each and is to be dispatched at once. H. B. Stebbins, H. W. Blanchard, Martin Brown, H. G. Philbrook, Fred Cutler and Chester Whitney, all of Boston, are in charge of the commissions and other details of arrangements.

The lumber business of W. T. Swain & Co. of Nantucket, Mass., has been transferred to the Island Service Company of the same city.

The finding of the special examiner of the Interstate Commerce Commission on the subject of diversion and reconsignment meets with satisfaction among the trade of this district, especially in his reference to the proposed great increases filed by certain New England roads which are not found justified.

← BALTIMORE →

The building report for September shows the declared value of the new buildings for which permits were issued was not more than \$352,411, with \$72,515 more for 98 additions and \$76,600 for alterations, a total investment of \$500,526, which is close to the low for any month this year.

The visiting lumbermen here during the last two weeks included Chester F. Korn, Korn-Conklin Company, Cincinnati; Edward Barber, Howard & Barber Lumber Company, Cincinnati; and E. R. Chapman, Keys-Walker Lumber Company, Roanoke, Va. Mr. Korn was here on September 25, after spending a few days at Norfolk, Va., where he went to look after some export shipments. Mr. Barber was on the way to New York, to give his attention there to heavy mahogany shipments to Europe.

The American Propeller Company, now located on South Howard street, and engaged in the manufacture of propellers for airplanes and airships, has been so rushed with work as to arrange for an enlargement of its facilities. It has just acquired two lots bordering on Key Highway and about 110,000 square feet, and will add to its factory space and equipment. The entrance of the United States into the war has given the business a big boom. In addition to propellers for airplanes, windmills for conserving the power of airships are turned out.

Richard P. Baer is back from a trip to Asheville and other points in North Carolina. He went chiefly for recreation, but also gave attention to lumber trade conditions, and reports trade quiet.

George R. Johnson, Knickerbocker building, is getting considerable business in the way of knees for the wooden ships which the government has contracted for. Henry Smith & Sons Company has contracts for eight of these ships and the Maryland Shipbuilding Company for four.

← COLUMBUS →

The Columbus Lumbermen's Club has started quite a few activities which are attracting the attention of members. One of the features is the

serving of noonday luncheons and lumbermen generally are frequenting the club rooms at the noon hour. Quite a number of new members have been received and regular meetings will be held during the fall and winter.

Building permits for last month showed a marked falling off from September, 1916. According to figures compiled, 181 permits having a valuation of \$220,840 were issued, as compared with 274 permits and a valuation of \$548,065 in September, 1916. For the first nine months of the year 1,701 permits were issued having a valuation of \$3,208,030, as compared with 2,408 permits and a valuation of \$5,821,305 in the corresponding period in 1916.

M. Christie, who has been with Jones, Kennedy & Co., Ltd., first in Glasgow, Scotland, and for the past ten years in Cincinnati, has succeeded S. Menzies as manager of the American branch of the firm.

R. J. Hough, a former lumberman, and his brother, W. E. Hough, sons of Mrs. W. B. Hough of Greenville, have joined the colors. Mr. R. J. Hough, who has been special agent in West Virginia for the W. M. Ritter Lumber Company, is in training with the second officers' reserve corps at Ft. Benjamin Harrison. His brother, W. E. Hough, who was Columbus salesman for the B. F. Goodrich Rubber Company, is a member of the ordnance department, federalized Ohio National Guards.

H. H. Mowers & Co., Grover Hill, O., was visited by fire of unknown origin recently and entailed a loss of \$4,000, none of which is covered by insurance.

The lumber plant of the Whisler & Searcy Company, Ironton, was completely destroyed by fire recently. The plant had not been running for several months and the best of machinery had been sold.

The plant of the W. M. Ritter Lumber Company at Whitewood, W. Va., was forced to suspend operations for forty hours on account of the malicious cutting of the main belt of the plant. The belt alone cost the company \$1,200 and 250 men were thrown out of employment. Detectives have been employed to investigate. This is the second time within three months that the main belt has been destroyed.

Arrangements for the building show to be held in Columbus January 21 to 30, 1918, under the auspices of the Columbus Real Estate and Building Show Company, are progressing satisfactorily. Two large buildings at the Ohio State Fair Grounds will be used and concrete floors are being put down. It is planned to make a complete building show and much interest has been engendered in building and lumber circles. The show will be under the management of M. A. and L. C. Vinson, who were managers of the Cleveland show, which was such a pronounced success.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods, especially from manufacturing plants. Concerns making boxes and furniture are the best customers at this time. Prices are firm all along the line. Shipments are a little slow in coming out.

J. A. Ford of the Imperial Lumber Company says trade in West Virginia hardwoods is good and prices are firm in every particular.

← CLEVELAND →

The Cleveland Builders' Exchange is doing its bit in connection with the second Liberty Loan Bond sales, under the direction of E. M. Carleton, of the Mills-Carleton Company. Mr. Carleton has organized a sales staff of leading members of different branches of the building materials and trades industries, and they will systematically canvass their field until the maximum subscriptions have been obtained.

The F. T. Peitch Company announced the resignation of J. E. Milliken, who has been the sales manager of that firm for several years and who now leaves to fill the same position with the Interstate Lumber Company, in Superior Arcade, this city.

The high cost of living has been swatted somewhat by F. T. Peitch of the F. T. Peitch Company, N. R. Snell of the N. R. Snell Lumber Company, George Barner of the Barner-Meade Lumber Company, and George N. Comfort of his own company by the excellent catches of fish this quartette brought back from a trip to Georgian Bay.

By averting the strike of the Lake Seamen's Union, lumber movement on the Great Lakes, as far as this port is concerned, will not be hampered. The order to abandon the threatened walkout came at the last minute from union officials at Washington, following the offer of the Lake Carriers' Association to meet the wage demands of the union seamen. With an increase of from \$72 to \$95, the able seamen are getting more money for this class of work than that obtained by sailors on the Atlantic ocean, and other workers on the vessels are receiving correspondingly higher pay. Other demands were waived by the men. The brunt of the increase must be borne to a large extent by lumber interests here, for many of them operate their own boats. However, it is believed here this step was better than taking chances on not being able to receive shipments, where there is now such a good outlet for all descriptions of hardwoods in factory and business building construction.

← INDIANAPOLIS →

Officers of the recently organized Stout Furniture Company of Brazil, Ind., announced while in Indianapolis recently that the company has bought

the main factory building of the Knight-Brinkerhoff Company of Brazil, and that it would employ at least 100 men within ninety days. At present it is manufacturing sample bedroom furniture, and as soon as this line is complete salesmen will be sent out. It is expected that the company will begin filling orders in about thirty days. Shortly after the first of the year the company intends to manufacture a line of dining-room furniture. Other lines are to be added in the future.

The Peabody Lumber Company, Columbia City, Ind., is now using a heavy service motor truck to haul logs to its mill. It recently hauled three heavy ash logs over rough roads for a considerable distance, the logs weighing 10,976 pounds. The company states that it is well pleased with its experiment, as more logs are being handled than formerly with less effort.

Peter F. Myers, a well known hardwood lumber dealer of Jeffersonville, Ind., and Miss Emma K. Blythe of that city were married late in September. Mr. and Mrs. Myers will continue to reside in Jeffersonville.

E. C. Atkins & Co., saw manufacturers, have appealed to Harry S. New, United States senator from Indiana for assistance in difficulties the company is having with the federal license board relative to shipping some saws to Cuba. The company has the orders ready for shipment but the license board has refused temporarily to permit the shipment to go through. The matter as yet has not been settled.

Martin J. Conrad, a hardwood timber dealer of Lawrenceburg, Ind., last week bought a large oak tree, one of the largest in that part of the state from a farmer living near that city. The tree measured seven feet one inch through the stump and made four twelve-foot logs between the stump and the first limb. The four logs scaled 6,975 feet of lumber.

The Corbin Folding Chair Company of South Bend, Ind., has been incorporated with a capitalization of \$25,000 to manufacture all kinds of furniture. Directors of the company are J. A. Hull, Frank J. Cosgrove and F. A. Hull.

EVANSVILLE

The regular monthly meeting of the Evansville Lumbermen's Club was held at the Hotel McCurdy on October 9. Resolutions were adopted on the recent death of Claude E. Maley of Maley & Wertz. Several business matters came up for discussion.

Fire recently destroyed the large sawmill of John Enlow in Gibson county, Indiana, a few miles north of the city, the blaze being of unknown origin. The loss is partly covered by insurance. It is probable that the mill will be rebuilt. Mr. Enlow, the proprietor of the mill, lives at Mt. Carmel, Ill.

Veck & Son, it is announced, will within a short time establish a



Unloading Mahogany Logs

at the

Otis Manufacturing Company's Mills on the Mississippi River

This picture was taken September 14th, 1917, and shows the S S "Temple E. Dorr," the S S "San Ramon," the S S "Siskiyou," and the schooner "Keewatin," which are operated, besides other boats, by the Otis Manufacturing Company in bringing Mahogany logs in to New Orleans. The picture only shows one-half of their Log Boom, but gives an excellent idea of the enormous amount of Mahogany they are handling.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

**WE MANUFACTURE bandsawed, plain and quarter sawed
WHITE AND RED OAK AND YELLOW POPLAR**

We make a specialty of Oak and Hickory Imple-
ment, Wagon and Vehicle Stock in the rough.

Your inquiries solicited

ARLINGTON LUMBER CO., Arlington, Kentucky

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Real Estate Trust Building
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CHOICE DELTA GUM Dry and Straight

**Northwestern
Cooperage and Lumber Co.**

GLADSTONE, MICHIGAN

Western Office: Mills at Gladstone and
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Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS

**Hardwood Flooring, Staves, Hoops, Heading
and Veneers, Hemlock Lumber, Lath, Shingles,
Posts, Poles and Ties, and Hemlock Tan Bark**

wagon factory at Petersburg, Ind. C. Veeck, senior member of the firm, for a number of years was interested in a wagon factory at Huntingburg, Ind.

The Plainfield Lumber Company, Plainfield, Ind., has filed a notice of dissolution.

The various handle factories in southern Indiana and western Kentucky report a good trade. The plant of the Whitmore Handle Company at Mt. Vernon, Ind., is being operated on steady time. The company recently received a large order from a big hardware firm at Indianapolis for handles. The stave mills in this section are also doing a good business, most of them being operated on full time. The tie business is better than it has been for a number of weeks, and tug and towboats are bringing in a great many ties from points along Green and Big Barren rivers.

A few days ago in the Vanderburg county probate court, Mrs. Eva Maley, widow of the late Claude Maley of Maley & Wertz, was appointed administratrix of the estate, which is valued at about \$125,000. Mr. Maley did not leave a will and the estate will be shared by Mrs. Maley and two children, Henry and Margaret. Of the estate about \$100,000 is in personals and the rest is in real estate.

During the past few days a great many walnut logs have been recovered from the bottom of Reelfoot Lake near Hickman, Ky. The logs have remained in the lake since the great earthquake of 1812. In fact it was the earthquake that formed the lake and thousands of acres of valuable timber were lost at the time. During the summer months when the water in the lake is low the walnut and oak logs may be plainly seen. Some of the walnut logs taken from the lake have been shipped east and will be used in making blades for aeroplanes and hydroplanes.

The building permits in Evansville for September showed a nice gain over those of August. Architects and contractors say that there is good building in sight for October and they expect to keep fairly busy.

The Electric Planing Mill Company, Owensboro, Ky., is building an addition that will cost about \$8,000.

The business of John A. Reitz & Sons, hardwood lumber manufacturers of Evansville, is being liquidated. The company was formed in 1845 by John A. Reitz, who was one of the pioneer lumber manufacturers of southern Indiana. Upon his death several years ago the business was taken over by his son, F. J. Reitz, president of the City National Bank of this city. The mill of the company is located at Seventh avenue and the mouth of Pigeon creek and the mill now in operation is the fourth one built on the same site. The mill is sawing up all logs it has on hand and as soon as all the lumber has been disposed of it will be dismantled and the firm will pass into history. Mr. Reitz says the firm is the oldest on this side of the Alleghenies that has been in continuous business for seventy-two years. From 1883 to 1893 the company sawed more hardwood lumber than any other mill in the United States, according to Mr. Reitz. Mr. Reitz, who is one of the wealthiest

citizens of Evansville, is seventy-six years old and says he wants to close out the business so that his estate will not be bothered with it.

Martin J. Conrad, a timber buyer at Lawrenceburg, Ind., recently purchased a large oak tree from William T. Batchelor, who lives near Split-rock. The tree measured seven feet one inch through the stump and made four twelve-foot cuts between the stump and first limb. The four logs scaled nearly 7,000 feet of lumber.

< MEMPHIS >

The Probst Lumber Company, Cincinnati, has paid \$67,000 for 4,500 acres of hardwood timber in Arkansas County, Arkansas, and plans the establishment of two mills for the development thereof. This firm has heretofore been operating a mill in Mississippi.

Building operations in Memphis during September showed an excess of about \$13,000 over the corresponding month last year and, while the increase is small, encouragement is taken from the fact that this is the first single month this year which has shown any gain over the corresponding month in 1916.

It is announced that the Hudson & Dugger Company, Memphis, has purchased the plant of the H. A. Bennett Heading Company at Pine Bluff, Ark., and that it will have it going at full capacity by November 1. It is suggested that the new owners, who paid \$25,000 for the plant, will materially increase its output, which is now on the basis of 300 cars of heading per year. This firm bought the plant of the Kennedy Heading Company here several years ago and since that time has branched out materially in the manufacture of heading.

A prominent member of a firm here dealing in sawmill equipment, engines, boilers and similar products is authority for the statement that there is an unusually active demand for everything in that line and that business is several times larger than at any former time in his experience. This is in rather striking contrast with the experience of some machinery dealers here several months ago when they reported that the high prices for machinery of all kinds had materially curtailed demand therefor.

Lumbermen who own cutover lands are finding an unusual demand therefor at present and they are obtaining prices substantially higher than those obtainable even a few months ago. This is due to the fact that agricultural products of every kind are so high and to the additional fact that the lands most wanted are located in the territory where boll weevil have not made their appearance. The call is particularly strong in the counties in eastern Arkansas. The opening of the bridge way into Memphis over the Mississippi river for the use of wagons and other vehicles has likewise materially stimulated demand for lands in all of eastern Arkansas. Many owners of these cutover lands have virtually withdrawn their holdings from the market for the time being because of their belief in still higher prices. But those who are willing to accept ruling prices are finding the demand excellent and business unusually good.

Two dry kilns, a small warehouse and some lumber belonging to the Jorgensen-Bennett Manufacturing Company, North Memphis, were destroyed by fire October 2, entailing a loss of about \$20,000, fully covered by insurance. A flying spark is supposed to have started the blaze. The planing mill of the company, together with other warehouses, was saved through heroic efforts on the part of the Memphis fire department.

< NASHVILLE >

The Davidson, Hicks & Greene Company, Nashville, has been making plans to begin developments of large holdings of timberland in Franklin county, near Cowan, Tenn. The company is having installed two band mills, which it expects to have in operation soon. It acquired about 35,000 acres of timberland in Franklin county several years ago, with a view to meeting its future requirements. This land is said to embrace some of the finest native hardwoods in this section, and when the two plants are in operation will greatly increase the company's supply of raw material. It operates a large furniture plant in addition to its mills.

Geo. B. Grover and J. J. Pate and Cassetty Bros. of Red Boiling Springs, Tenn., have bought a tract of hardwood timberland from Cummins Bros. of Cookeville, Tenn., where they will move their band mill and begin operations shortly.

Among the new concerns incorporated recently are the following: Leonard Land and Lumber Company, Nashville, by Robert C. Leonard and others to buy and sell timberlands and to manufacture lumber, capital stock, \$10,000; Dodd-Bruer Cedar Company, Murfreesboro, Tenn., by J. E. Dodd, F. E. Bruer and others to deal in cedar posts and cedar products, capital stock \$15,000; Ross Lumber Company, Knoxville, by John W. A. Ross and others to manufacture lumber and deal in the same at wholesale and retail, capital stock \$35,000; Murfreesboro Block Company by O. S. Cannon, R. L. Lytle and others to manufacture axe handles and other timber products, capital stock \$1,000.

Fire at Kingsport, Tenn., destroyed the plant of the White Oak Veneer & Lumber Corporation, causing a loss estimated at \$50,000, partially covered by insurance. H. T. Spencer of Johnson City, Tenn., is president of the company.

Thomas Scanlon, who died at his home in Memphis, was a member of the Reuther-Scanlon Handle Company of Nashville, and was one of the large manufacturers of the South in this line. He was vice-president of the Kelly Handle Works of Memphis. He leaves a widow and one son.

John W. Whitesides, aged sixty-eight years, who was identified with the

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lumber business at Gallatin, Tenn., many years, died recently at his home in Nashville.

LOUISVILLE

Much interest is being manifested at this time in the threatened car shortage, and a number of the large hardwood concerns are planning their business so that a severe car shortage later in the year will not tie them up. Some concerns are making strong efforts to clean up all old orders and secure surplus stock which can be shipped immediately and at fall market prices which promise to be higher. Logs have been moving toward the mills fairly freely, and fair stocks of logs are generally reported. However, labor has been scarce, and it has been hard to keep things going to full capacity, while the demand for thick stocks has been so steady that very little material has accumulated. Few concerns figure on going into the new year with much surplus stock on hand, and at the present time no one is apparently looking for orders to run over into that period—that is, not at present prices.

As a rule shipments have been holding up well, and only a few cases are reported where shippers are having much trouble in obtaining cars, even in the South. However, a few shippers figure that another period of acute car shortage will be developed about November 1, and that conditions will be even worse than they were last year, when traffic conditions reached the small end of the limit. That a car shortage may develop at most any time is being impressed upon buyers and consumers, who are told that they had better arrange for immediate deliveries. War stocks are being shipped as fast as they can be made, but with cabinet woods, etc., the buyers in many cases appear to prefer taking a chance with the market. Mail orders seem to be the thing just now, and salesmen are making practically no effort to sell, and then only at their own prices.

At a recent meeting of the Louisville Hardwood Club, J. H. Townshend, manager of the Southern Hardwood Traffic Association, of Memphis, called to attention a matter of considerable importance to the trade, this being in connection with the present stake and dunnage allowance on loading lumber and logs on flat cars. The carriers allow 500 pounds for stakes and dunnage for loading lumber and just 250 pounds on logs. These figures have long been under the actual requirements, and with capacity loading increasing daily to a nearer maximum figure, the material required is steadily advancing in weight. Mr. Townshend stated that the lumber interests planned to shortly file complaint before the Interstate Commerce Commission, requesting that the allowance be increased to a normal figure. Mr. Townshend also advised against long time contracts, especially into eastern territory, where based on the present car supply and freight rates, stating that a contemplated advance was in sight in the East, and that the outlook was for a severe car shortage.

The complaint filed some two years ago by the Paducah, Ky., Cooperage Company and the Paducah Board of Trade charging the Illinois Central and other southern and southwestern railroads with discrimination in favor of Cairo, Ill., has been a long-fought and much troublesome case. At the original hearing the Interstate Commerce Commission was convinced of the discrimination and later ordered the rates reduced. The carriers reduced rates on lumber, but did not include staves, heading, and certain other forest products, and, as these items were not specifically mentioned, refused to reduce them, this resulting in a fresh complaint being filed, and another hearing, at which the carriers were ordered to reduce. This order was to have become effective on June 15, but the carriers had the Interstate Commerce Commission enjoined, and the order was not carried out. Early in October three federal judges heard the contentions of the carriers in the federal court at Louisville, the carriers contending for a permanent injunction.

The big government order for gunstocks, which was placed with the Wood-Mosaic Company of New Albany some weeks ago, has been keeping that company fairly busy. The company has done considerable advertising for 2,500 cars of such logs. The response was good, and the supply of walnut coming in has been fairly satisfactory.

The big gale which did much damage to shipping in the Gulf district late in September caught "The Wasp," an 800-ton steamer, under lease to the C. C. Mengel & Bro. Company, mahogany importer and manufacturer of Louisville. The vessel was loaded with 600,000 feet of mahogany logs from Central America, and became so water-logged from high seas breaking over her that the crew abandoned the vessel and was landed at a Gulf port by a fishing schooner. Later the company received advices from the underwriter to the effect that the vessel was securely anchored and could be brought to port.

The Booker Box Company after operating several years on "The Point," has purchased the brick plant formerly operated by the Kentucky Cotton Yarn Company, at Floyd and A streets, and will shortly move the plant to the more central location. The old plant was on the river, while the new location is some two miles or more inland. The deal involved an outlay of about \$50,000.

The big coal and oil developments in eastern Kentucky have created a good demand for derrick timbers, tippie timbers, and special material for mine supports, etc. A. H. Card of Pineville, Ky., is specializing in such timbers, and has about twenty small mills operating in Bell county, these mills cutting mountain woods such as switch ties, car dimension, hemlock and pine framing, brattice lumber, motor ties, etc.

At Jeffersonville, Ind., the American Car & Foundry Company has some big government contracts on vehicle woodwork and at present is delivering considerable material to the Quartermaster's depot at Jeffersonville, much



Open Yard, Narrow Piles,
Narrow Stickers, Assure
Uniform Drying of

LENOX LUMBER

KENTUCKY SOFT TEXTURED

White Oak, Poplar
Hardwoods

American Lumber & Mfg. Co.
PITTSBURGH, PA.

The following stock is in excellent
condition, ready for immediate shipment

5/4 No. 2 Common & Better ASH.....	15,000'
4/4 No. 2 Common & Better BASSWOOD.....	25,000'
5/4 No. 2 Common & Better BEECH.....	150,000'
5/4 No. 3 Common BEECH.....	340,000'
3/4 No. 1 Common & Better BIRCH.....	55,000'
4/4 No. 1 Common & Better BIRCH.....	58,000'
4/4 No. 2 Common & Better BIRCH.....	29,000'
4/4 No. 2 Common BIRCH.....	120,000'
4/4 No. 3 Common BIRCH.....	12,000'
8/4 No. 2 Common & Better BIRCH.....	16,000'
8/4 No. 3 Common BIRCH.....	10,000'
4/4 No. 1 Common & Better HARD MAPLE.....	50,000'
6/4 No. 2 Common & Better HARD MAPLE.....	25,000'
8/4 No. 2 Common & Better HARD MAPLE.....	150,000'
10/4 No. 2 Common & Better HARD MAPLE.....	15,000'
4/4 No. 3 Common HARD MAPLE.....	40,000'
5/4 No. 3 Common HARD MAPLE.....	250,000'
8/4 No. 3 Common HARD MAPLE.....	100,000'
4/4 No. 2 Common & Better SOFT ELM.....	68,000'
4/4 No. 3 Common SOFT ELM.....	110,000'
6/4 No. 2 Common & Better SOFT ELM.....	36,000'
4/4 No. 2 Common & Better SOFT MAPLE.....	50,000'

IDEAL
HARDWOOD
SAWMILL



Are putting in pile every month two and one-half
million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

Plain & Qtd. Red & White
OAK
AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE (MR) RIGHT
OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY
& ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO

of the stock consisting of wagon parts and wheels, some of this stock being merely finished at the Jeffersonville plant.

Business with the Kentucky Wagon Manufacturing Company has been extremely good, and the company is steadily advertising for additional labor. It is handling some big truck assembling work for the government, and has opened a special department for this work.

A recent report from Bloomington, Ind., was to the effect that male labor was so scarce that one of the large furniture factories is now working several hundred women, an action which was taken by the Mengel Box Company of Louisville several months ago. Incidentally the Inman Furniture Company of Louisville has put in a number of female employees, and is pleased with results.

The Hazel Heading & Sawmill Company, Hazel, Ky., operated as the Adventist mill, and owned by R. H. Maddox and C. G. Lowry, recently burned, fire starting from a pile of sawdust. Part of the machinery was not damaged and can be re-used. The company specialized on barrel stock.

With a capital of \$2,000 the Lentz Spring Hub Company of Benton, Ky., has been incorporated by T. H. Curd, R. E. Irvan and H. B. Lyles.

Smith Milton of the Churchill Milton Lumber Company is back from a visit to the mill at Greenwood, Miss., and John Churchill has left for a month's visit to the mills located at that point and at Glendora.

ARKANSAS

The National Cypress Pole and Piling Company, a Missouri corporation, last week filed a certified copy of its charter and was granted permission to operate in Arkansas. L. N. Jordan of Bertig was named as its agent.

B. A. McKinney has sold his stove mill at Georgetown, Ark., and returned to Harrisburg, where he formerly resided. No announcement has been made as to his future plans.

Charles Jeffrey of Jamestown, Ark., has closed a contract with the Springfield Fire Arms Company of Springfield, Mass., to supply 8,000 feet of perfect walnut timber to be used in the construction of airplane propellers. According to the announcement, which comes from Batesville, Jeffrey is to receive \$150 per thousand feet for the lumber. The material is now being brought to Batesville, from which it will be shipped at an early date.

The Herr and Helve Lumber Company's mill and about 200,000 feet of lumber on the grounds were destroyed by fire at Faith, about twelve miles south of Pine Bluff, on September 28. There was no insurance on the plant, but the lumber was partially insured. The total loss is said to be about \$15,000. No announcement has yet been made as to rebuilding plant.

T. E. Wood and H. R. Wilson, members of the Arkansas Railroad Commission, and H. M. Gregory, the commission's rate clerk, spent some time in St. Louis last week conferring with representatives of various traffic bureaus and attorneys in Docket No. 7304 of the Interstate Commerce Commission, locally known as the Memphis rate case. This case will come up for a rehearing before the Interstate Commerce Commission in a short time. It was passed upon by the Interstate Commission last year, but at the request of the Arkansas commission the case was reopened. It involves the rates on lumber, both interstate and intrastate, in this section, the aim of the Interstate Commerce Commission being to equalize the rates into Memphis with those between points in Arkansas, the rates from St. Louis to Arkansas points also being involved.

A company composed of T. E. Nelson, L. C. Smith and J. M. Cannon has been organized at McGehee, Ark., for the purpose of erecting a sawmill at Trippe, five miles south of McGehee. It will manufacture hardwood lumber and cross ties.

W. B. Grant of the Grant Manufacturing Company, Newport, Ark., on September 20 purchased from F. G. Bridges two acres of land just west of Pine Bluff, on which he proposes to build a plant for the manufacture of ax, pick and sledge handles. The plant will cost approximately \$20,000 and will employ some twenty men. Switch tracks are now being laid by the Missouri Pacific Railroad.

WISCONSIN

The Kiel Woodenware Company, Kiel, Wis., has engaged the Thomas S. Watson Company, consulting engineer, Milwaukee, to prepare plans for a brick and steel factory addition, 80x320 feet in size, and an addition to the steam generating plant to accommodate the enlarged power demand. The improvements will cost about \$75,000, it is estimated.

The Wachsmuth Lumber Company, Bayfield, Wis., has sold its last tract of red oak timber on the Bayfield peninsula to D. W. O'Connell, who will log it during the coming winter for the Wisconsin Veneer Company, Rhinelander, Wis. The tract consists of about 300,000 feet and lies about eight miles from Bayfield.

The Banderob-Chase Manufacturing Company, 100 Ceape street, Oshkosh, Wis., furniture manufacturer, has incorporated its business under the same style, with an authorized capital stock of \$64,500. The incorporators are George W. and W. J. Banderob and J. C. Scheer.

The Menasha Woodenware Company, Menasha, Wis., has arranged with A. J. VanderHiden, Glenwood City, Wis., to purchase bolts for the company's mills at Glenwood City and neighboring stations on the Soo line during the coming winter.

The L. S. Barber & Sons Manufacturing Company, Butternut, Wis., broom and brush handle manufacturer, has contracted with the Kneeland-McLurg Lumber Company, Phillips, Wis., to furnish 500,000 feet of maple logs to its plant during the coming winter. First deliveries will be made

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about the middle of October, at which time the Barber factory will resume operations for the season. A record handle production is anticipated.

The F. Eggers Veneer Seating Company, Two Rivers, Wis., is working on a large contract to furnish veneer parts for airplanes for an eastern concern which is building aircraft for the government.

The Chas. W. Fish Lumber Company, Birnamwood, Elcho and Antigo, Wis., has practically completed the season's millrun at the three plants and will continue to employ as many of its workers who wish to remain during the fall and winter in the erection of a new planing mill at the Antigo mill. A six per cent bonus on wages for the season has been given all men who were in continuous employment.

The Menominee River Boom Company, Menominee, Mich., recently completed the sorting of logs, which marked the conclusion of its operations after an existence of more than a half century. The 1917 drive consisted of 15,600,000 feet of logs. The best record made by the company was in 1889, when 668,000,000 feet were driven down the Menominee river. The retirement of the Menominee Boom Company at this time is due to the fact that sawmills in Marinette and Menominee are now getting their winter cut of logs by rail, as most of their timber holdings are so far from streams that it is cheaper to ship all-rail than transport logs to the rivers and drive them down to the mills.

The Kingsbury-Henshaw Company, Antigo, Wis., has resumed operations in its sawmill after a ten-day layoff, during which the supply of logs was brought up to the requirements until the end of the season, which will be about November 15. Advantage was taken of the recess to make needed replacements and repairs to the mill and equipment.

The Yawkey-Bissell Company, Wausau, Wis., has made so much progress in the construction work on its new planing mill at White Lake, Langlade county, Wis., that it is now hoped to have the new facilities in operating order by December 1. The new sawmill at White Lake has cut nearly 8,500,000 feet of lumber since being opened, the daily average being 160,000 feet. The mill force numbers 250. The company intends to operate only one logging camp of its own next winter, having arranged with jobbers for the remainder of its supply.

The Langlade Lumber Company, Antigo, Wis., is erecting a new dry shed just south of its planing mill. It will be 54x200 feet in size. The company is providing twenty cottages for its employees.

C. A. Cowee has joined the Brooks & Ross Lumber Company, Wausau, Wis., as office manager. Mr. Cowee was for several years principal of the Wausau Business College and is an expert accountant of note.

J. W. Thayer, logging jobber, Viroqua, Wis., has shipped his equipment to Ballou, Ashland county, Wis., and looks forward to a heavy cut of hardwood and other timber during the next five or six months.

The John H. Kaiser Lumber Company, Eau Claire, Wis., has issued a call for woodsmen and is making other preparations for winter work in the woods at Stinson Spur, just east of Winter, Wis.

The Hamilton Manufacturing Company, Two Rivers, Wis., has purchased the Chester (Pa.) plant of the Keystone Type Founders Company, which is withdrawing from the field. The Chester plant will be continued for the present, but later will be consolidated with the Two Rivers works, which will be enlarged as soon as conditions become more favorable.

Ernest Bruemmer of Bruemmerville, Wis., sawmill operator, has sold 160 acres of fine timberland in Florence county, to E. J. Krause, Algoma, Wis., who will establish a camp at once and cut the timber on a jobbing basis.

The American Chair Company, Sheboygan, Wis., has practically completed work on a large four-story factory addition, the first three floors of which will be used for storage and warehousing and the fourth story as a finishing department.

The Wisconsin Woodworking Company, Two Rivers, Wis., has completed the removal of its plant into the old sawmill in that city, purchased recently and completely rebuilt for pail and basket manufacture. The capacity will be increased about 50 per cent.

The Sturgeon Bay (Wis.) Fruit Package Company has purchased much new equipment, including a Merritt plate drier; double-end tenoning machine; an automatic crate stapler and four automatic quart-box staplers. This will enable the company to increase its season's output to 250,000 complete crates. The plant opened for the season during the first week of October and is prepared for a record-breaking production.

A new shipbuilding plant which will construct frame and steel ships for ocean service will be established at Green Bay, Wis., by Carl Hartmann and associates, who have purchased a site, 350x500 feet, on the Fox river. The plant is to be ready by July 1, 1918, and is assured of sufficient business to keep it busy until well along in 1920.

The Kenfield-Lamoreaux Company, Washburn, Wis., box, crate and veneer manufacturer, has decided to employ girls and young women in its yards and factory in an effort to offset the depletion of its working force by the demands of the war. It is practically impossible to obtain male help, while the demands upon the company are growing steadily. Among the large contracts being executed is one with the DuPont Powder Company, Barkdale, near Washburn, for explosives containers.

The J. S. Stearns Lumber Company, Odanah, Wis., is preparing to start work on cutting about 40,000,000 feet of hemlock and other timber on the Bad River Indian reservation, which will keep the Odanah mill busy for at least two full seasons. The Stearns company was the successful bidder for this timber under a call for bids issued recently by the commissioner of Indian affairs, Department of the Interior.

Claude Durkee, watchman at the Schofield (Wis.) mill of the Brooks &

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

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250000 ft.....1 1/4" No. 2 & 3 Common
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18000 ft.....1" No. 2 & 3 Common

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HARD MAPLE

186000 ft.....1" No. 3 Common
110000 ft.....1 3/4" No. 3 Common
192000 ft.....2" No. 3 Common

Payson Smith Lumber Co.

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Mills: RHINELANDER
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The opportunity is here offered the
dealer of ordering mixed cars of
"Forked Leaf" Brand Oak Floor-
ing and Arkansas Shortleaf Pine

The Long-Bell Lumber Co.

R. A. Long Bldg., Kansas City, Mo.

Ross Lumber Company, Wausau, Wis., was arrested recently on the charge of arson after an exhaustive investigation had been made by the Wausau police department of two fires in the mill some time ago. Durkee waived examination and was held to the circuit court under bonds of \$4,000. The loss from each of the blazes was small and did not interrupt operations to any considerable extent.

P. F. Dolan, a well-known logging jobber of Rhineland, Wis., has started preliminary work on logging operations in behalf of the A. H. Stange Company, Merrill, Wis. Mr. Dolan reports that in spite of higher wages and greatly improved working conditions scarcity of woodsmen has never been so great as at present.

Harry Anderson, Chippewa Falls, Wis., is establishing two camps at Draper, Wis., and expects to cut about 3,000,000 feet of logs for the Rice Lake Lumber Company during the coming season.

The Menasha Woodenware Company, Menasha, Wis., expects to log about 9,000,000 feet of mixed hardwood and hemlock timber at Greenland, Mich., in the upper peninsula, next winter. The company recently purchased a 720-acre tract from the St. Mary's Canal Company. The logs will be shipped to Menasha by rail.

C. F. Mohr, head of the Mohr Lumber Company, Tomahawk, Wis., reports conditions in the northern lumbering industry prosperous, excepting that the shortage of labor for mills and woods work is a deterrent influence. The output of mills is limited only by the ability to obtain help.

Norton Bros., Marquette, Mich., have purchased 760 acres of mixed timber from the St. Mary's Canal Company near the head of Lake Gogebic, in Gogebic and Ontonagon counties, Mich., and will log the tract next winter as jobbers.

The sawmill of the Namekagon Lumber Company, at Namekagon, near Superior, Wis., was destroyed by fire recently. It probably will not be rebuilt.

Ernest and Herman Hirt, who have been operating a sawmill and flour and feed plant at Deerbrook, Langlade county, Wis., have organized each department as a distinct corporation, the names being Hirt Bros. Lumber Company and Hirt Bros. Milling Company. Each is capitalized at \$25,000. The firm is completing a new flour and feed mill in Antigo, and then will convert its grain plant at Deerbrook into a box and crating factory.

The Maxson Lumber Company, 915 Majestic building, Milwaukee, whole-sale lumber, has filed a voluntary petition in bankruptcy, scheduling its assets at \$118,811 and its liabilities at \$87,418. The only secured claims are those for wages amounting to \$1,757. Julius J. Goetz has been appointed receiver under bond of \$25,000. The first meeting of creditors will be held October 12.

In the matter of the bankruptcy of the Kurth Broom Company, Milwaukee, Julius J. Goetz has been elected trustee under bond of \$700.

Ray A. Hendricks, manager of the Campbellsport (Wis.) branch plant of the Kiel Woodenware Company, Kiel, Wis., was married recently to Miss Rose M. Schleif of Campbellsport.

The Hardwood Market

< CHICAGO >

Chicago is lining up with the other principle markets so far as quotations are concerned, the strength felt by the millmen being exhibited in quotations locally to the consuming trade. Chicago lumbermen continue to be disappointed over slack volume, but aside from more or less isolated cases this state of mind is not noticeable at all in price cutting. The factory trade is continuing slack in spite of the fact that this time of the year usually shows considerable briskness. The difficulty of getting shipments into the local market continues to be felt on account of the growing government needs for rolling stock. With the promise of continued shortage in hardwood stocks at the mills, millmen's quotations are still showing very strong.

< BUFFALO >

The hardwood trade is not so active as some weeks ago and buying is for immediate wants. Some factories are taking a fair amount of stock, but this is largely plants having war orders. The general run of concerns are not manufacturing much material ahead. The problem of labor is causing much concern to manufacturing establishments and with working forces cut down they are not able to use as much material as they would like. The building business continues in a backward state as compared with last year.

The chief woods in demand are plain oak, maple, ash and birch. Oak is holding up well in price, being stronger than maple, which wholesalers say has had some setback from its extreme high prices, though still comparatively strong. Thick stock is most in demand. Some panel poplar is wanted, though demand has not been so good as some months ago. Low grades of all sorts are being sold in liberal amount where stocks have been procurable.

The receipts of lumber here by lake for September were 5,854,000 feet, as compared with 7,786,000 feet in that month last year. For the lake season to October 1 the receipts were 38,005,000 feet, as against 46,948,000 feet in the same period of 1916, a decline of about 19 per cent. The re-

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ceipts of hardwoods are not up to their former proportions, though two or three concerns have had a fairly large stock of lumber coming in this year by lake.

◀ PITTSBURGH ▶

Hardwood men are not rushed with business—things are dragging hard. The uncertainty in big business circles has upset the lumber market and is making orders few and far between. Manufacturing concerns are fairly well stocked up with lumber and as a rule are not buying on contracts for next year. Business with the coal companies is not so good as before the government fixed the price of \$2.00 per ton for stock at the mines. Yard trade in hardwoods amounts to almost nothing. There is a feeling among wholesalers that business will not improve much for about sixty or ninety days or until the great stocks of lumber shipped up from the South and Southwest during the past few weeks have been exhausted. Prices on hardwoods with the exception of oak are showing quite a little weakness, but not in proportion to the falling off in prices of hemlock and the pines.

◀ BOSTON ▶

A still further falling off is noted in the demand for general hardwoods in this territory, more especially in cabinet and finish stock. Values are no stronger than they have been in this class of material, but the conditions in other markets and the difficulty in getting lumber through serve to offset the weak situation here. The quotations coming in from mills vary widely, running up to what are regarded locally as unreasonable figures. The policy of many of the shippers to offer at continually rising prices is very disturbing to the trade, as the ultimate usage of the stock is in non-essential and non-military products where prices cannot be indefinitely advanced. In the cheaper hardwoods and construction lumber there is still a good volume of business, but cutting in the New England states has rapidly increased and is now supplying a much larger percentage of these requirements than formerly. In many cases ship builders' hardwood is contracted for within trucking distance of the ways to avoid the uncertainty of rail delivery during construction, as well as to get the advantage of prices relatively much cheaper than from the usual western sources of such stock.

◀ BALTIMORE ▶

No important changes are noted in the hardwood trade. Members are still confronted with serious difficulties in making shipment, and their troubles in regard to lack of cars and freight embargoes have thus far not been abated to any marked extent. It is not easy to do business, though in point of volume the movement is little contracted. It has been found necessary to make many readjustments and changes in methods, and in many instances shipments had to be diverted. The old lines hardly meet the exigencies of the situation and modifications have had to be applied that give the trade a materially different aspect when it comes to details. Hardwood men have much business ahead. Orders come in all the time, but neither the manufacturers nor the dealers are able to run along for a time without further calls for delivery. Buyers are disposed to take care of only the more immediate wants, the prospect being too uncertain to encourage any latitude in this direction. It may be that prices will go higher and that delay in placing orders will mean that the buyer must pay more, but much uncertainty prevails as to this, and members of the trade are not generally willing to tie themselves up for any considerable time ahead. The practical effect of the war taxes upon business is a consideration that makes for caution. The question has been closely studied, and the prevailing opinion is that the new law will cut deep into the net earnings of firms and corporations. Everyone, therefore, feels that it is advisable to go slow for the present at least until the situation has been somewhat clarified. Construction halts. The lack of labor is a greater handicap than the high cost of materials. Great delays are unavoidable and the expense of building is increased far beyond anything that might have been expected even some months ago. This has checked the inquiry for hardwood stocks that go into the erection of buildings, the door manufacturers, and producers of trim having no extensive requirements to meet as a consequence. In some other directions the movement keeps up very well, though the local yards report quiet. Prices are little changed, and the inquiry that prevails takes in practically the whole list of woods.

◀ COLUMBUS ▶

The hardwood trade has been quite strong; orders, especially from manufacturing plants, have been good and inquiries are numerous. Shipments are coming out fairly well and prospects are for a good demand during the fall and winter months.

The retail trade is rather quiet. Stocks are fair and buying is limited to that which is absolutely needed. Rural dealers are the best customers. Building operations have slowed down to a large extent. Collections are fairly good.

The factory demand is the best feature of the trade. Concerns engaged in making furniture and boxes are good customers and the same is true of vehicle and implement concerns. In fact, there is a disposition among factory purchasing agents to stock up on certain varieties of hardwoods. Shipments are slow, as the railroad situation shows little improvement. Mill stocks are not large.

Plain and quartered oak is in good demand. Ash, basswood and chestnut

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Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
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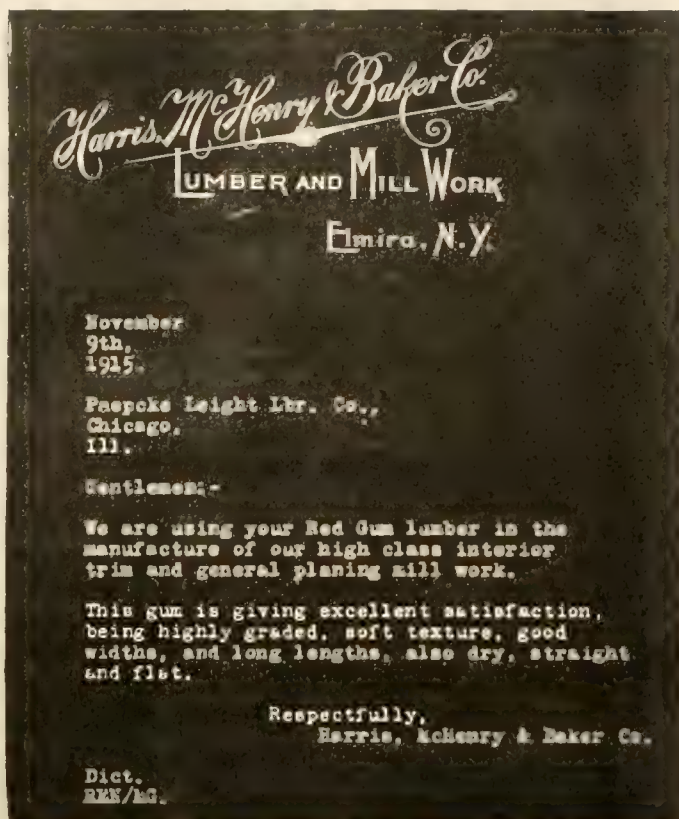
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Of course it is true that

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Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

**The inherently superior qualities
of Red Gum can be brought
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When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

are moving well. Poplar is strong, especially the lower grades. Other hardwoods are unchanged.

< CLEVELAND >

Early curtailment of housing construction in this city has put a quietus on hardwood sales, as far as its outlet in that connection is concerned. Principal demand is for oak and maple flooring, and this is going into business building work, not residences. Practically all hardwoods are easier, although not equally lower as to price, and holders are not pushing sales.

< INDIANAPOLIS >

The usual summer dullness in the hardwood market has extended into the fall with the result that prices are showing signs of weakening. Many of the consuming industries have not as yet developed their customary demands, although it is expected that this will make itself felt soon.

A drop of several dollars in the price of No. 1 common sap gum is reported. All gums are weaker, although not on the same ratio of prices. In fact, there has been a slight reduction in the price of most hardwoods. No further reductions are expected, however, and furniture manufacturers, whose sales have been below normal for the early fall season, state that orders for holiday stocks are beginning to reach a satisfactory volume. The best demand now exists for hardwoods used in the manufacture of boxes which continues to increase under the pressure of war orders. Leaders in the hardwood trade are cautious in making predictions on business for 1918.

Building operations are developing a demand below normal for hardwoods, and contractors report little estimating in progress. The total value of operations last month was \$663,401, compared with \$868,168 for September, 1916.

Collections are good, and car shortage conditions are causing less trouble than the trade had anticipated.

< EVANSVILLE >

Hardwood lumber manufacturers state that while trade is not in any sense booming, it is good. September showed a gain in the volume of business done over August. All the uptown mills in Evansville are being operated on full time and the Columbia street mill of Maley & Wertz is running on the day and night schedule. One of the river mills is running. Collections have been fairly good and inquiries and orders are coming in better than they did a month ago. The demand for quartered

white oak is not so strong as it was a few weeks ago, but poplar is in better demand. Cottonwood is moving nicely, a great deal of it being used by the box manufacturers. Walnut, especially the best grades, is in strong demand. Quartered sycamore is moving along fairly well, manufacturers reporting the sale of several cars recently. Hickory is in good demand, wagon and handle manufacturers recently being in the market for a good deal of this wood. Gum has fallen off some during the past week or ten days, but ash, elm and maple are strong. Taken as a whole the local situation is very encouraging and manufacturers are looking for business to remain good the balance of the year. Logs are still scarce and high prices are paid. While none of the local mills have been seriously handicapped by the lack of logs, some of the mills report that the supply of logs is running low. The various wood consuming plants in this city are being operated on full time. Plow manufacturers report a nice picking up in trade. Planing mills are fairly busy. Sash and door men report trade good.

< MEMPHIS >

The demand for hardwood lumber is reported a little more active than recently, although most members of the trade say that there is still room for a larger inquiry than is now being experienced. But, while the market remains fairly quiet, there is a notable absence of pressure to sell and prices are maintained in a most unusual manner. This is due largely to the fact that there is no pressure to sell, and this, in turn, is due to the belief on the part of hardwood lumber interests that their property is worth the price they are asking and that it cannot be manufactured and put on sticks at a cost that will admit of lower quotations. There is still some consigning of lumber, but this is not perhaps so general as it was a short time ago, largely for the reason that those who have resorted to this practice have realized that they were playing with fire and stood an excellent chance of getting burned.

It transpires that stocks of oak lumber, from the thinnest veneers to the thickest timbers, are smaller now than they were at the beginning of the year and that they are smaller at the beginning of October than they were at the first of September. This has happened in the face of the fact that demand has been rather light recently and in the face of the additional fact that production has been heavier during the past few weeks than it had been for a long while. And the only explanation is that demand was unusually active until a few weeks ago, while production had been on a quite limited scale. Information regarding other hardwoods indicates that there is no large surplus of dry stocks, and this is another reason for the firmness with which quotations are maintained.

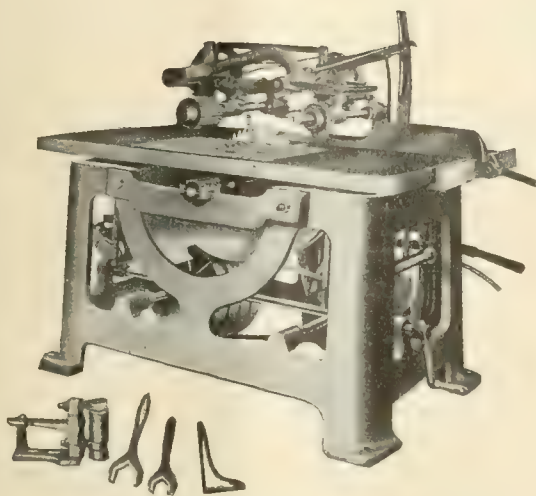
The lower grades of cottonwood and gum are in excellent request, and

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Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

has a positive and powerful feed which handles the heaviest material the sawmill takes just as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA

there is a better call for the lower than the higher grades of lumber. This is due to the unusual activity of the box manufacturers and other consumers of low-grade stock. A moderate demand is reported for oak in the higher grades of plain and quartered in both red and white, and the tone of the market thereon is steady. There is a good call for ash, though this is reported rather more or less irregular. Gum is moving in considerable volume in the higher grades, and quotations are well maintained. Cypress is in fair request, while the position of hickory is one of continued strength. There is a good call for box boards, whether made of cottonwood, gum or poplar, and offerings are not large at the moment.

Production of hardwood lumber now is on quite a large scale, thanks to the excellent log supply. Cars are becoming a little more scarce, however, for handling logs to the mills, and it is regarded as probable that some decrease in the rate of production may be seen. Meantime, there are rather fewer cars available for the handling of shipments of lumber, though it is apparent there is nothing suggestive of the acute conditions obtaining in this respect some time ago.

← NASHVILLE →

General conditions in the hardwood lumber trade are satisfactory. Business is in a great measure running to the specialties. There is brisk demand at some of the larger plants for the heavy material, such as is suitable for artillery wagons and heavy motor trucks for war purposes. Ash, hickory and oak of these specialty types are in good demand at firm values. There is a moderate demand from furniture factories. The building activities are below the normal, and trade in this department is quiet, though some nice business is being handled at intervals. The general tone of prices is about steady. Some improvement is reported in the transportation situation, and cars for local business as well as for shipments to other sections are more plentiful. Embargoes in the eastern territory are not so serious as they were some time ago. Logs and lumber are being received more freely from the branch lines of the railroads, which were neglected when the shortage of cars was more acute. Reports vary as to the supply of logs that will be available this season, some predicting that the usual quantity will be gotten out, while others think that attention to other lines by farmers has prevented them from giving the usual time to logging. Supplies of dry stock are fairly liberal at present, and most of the mills are able to take care of all orders that are coming in their lines.

← LOUISVILLE →

Reports from local hardwood operators indicate that the market is in fair shape, prices firm with promise of higher levels, orders plentiful, and

the market in better shape comparatively than it was at this time last season. Many of the big concerns are busy filling direct or indirect contracts on government requirements for gun manufacturers, truck, wagon and other large operators, and there is an insistent demand for thick stocks of ash, elm, oak, hickory, gum and other woods. Walnut is the most active wood in furniture and cabinet work, while mahogany and maple are moving briskly, and mahogany and veneer mills are generally busy. The trade is in position to pick orders, turning down such as do not look attractive. The general inclination is to clean up on all old orders and stay away from long contracts, it being the opinion that prices will reach higher levels, and that with the books clean the operator will be in position to take advantage of the markets. A few concerns are well booked up, reporting orders to run to the first of the year. A few of the smaller concerns which are not in position to handle large contracts on government demands have not been so busy, as outside of thick stocks for such requirements there has not been any great demand for hardwoods. The furniture demand is not quite what it was late in the summer, but musical instrument manufacturers have been fairly busy.

← MILWAUKEE →

Northern hardwood mills are approaching the close of the season's run and concentrating much effort upon the coming winter's cut in the woods. Already a large number of companies have reopened camps for preliminary work, while numerous jobbers have gone into the timber country in order to get woods work under way without delay. The season is declared to be ideal for logging and work is being started earlier than usual. Labor never was more at a premium than now, and it is stated in some quarters that the cut may suffer a considerable reduction from the estimates unless more men become available as the season advances. It is a bit too early, however, to form correct estimates of the labor situation during the winter, yet early indications are that only 50 to 60 per cent of the normal number of men will go into the woods this fall.

Prices are holding firm generally and the demand is steadily maintained. Government contractors, furniture factories and other industries have been placing extensive orders. Several Wisconsin veneer manufacturers are executing contracts for veneer parts of airplane construction, and other work that is quite out of the ordinary has been taken by hardwood manufacturers which will serve to keep plants busy at maximum capacity for some time. Any slackening of demand that may result from the evident falling off in new construction, due to the prohibitive cost of materials other than lumber, is being offset in fairly full measure by government work of all kinds, it is stated.

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qualified to take position as foreman in hardwood yard doing wholesale and retail business. State age, experience and salary expected. KANSAS CITY HARDWOOD LBR. CO., 1700 Brooklyn Ave., Kansas City, Mo.

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MANUFACTURERS-WHOLESALEERS-EMPLOYERS

when you want good Salesmen, write the Empire State Association of Lumber, Sash & Door Salesmen, J. H. RUMBOLD, Sec'y, North Tonawanda, N. Y.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

1280 ACRES

black land, 1¼ miles railroad, 5 million feet oak; land worth \$40, with timber off, price \$20. M. C. WADE, Texarkana, Ark.

FOR SALE

Twenty thousand acres of timberlands in Desha County, Ark.; a fine opportunity for mill owners to secure future supplies. For particulars address, A. MAAS & CO., Memphis, Tenn., sole agents.

TIMBER ESTIMATING

TIMBER ESTIMATING

THOS. J. McDONALD,

Forest Engineer,

East Tennessee Bank Bldg.,

Knoxville, Tennessee.

TIMBER ESTIMATORS

Sanborn & Gearhart,

Asheville, N. C.

HARDWOOD TIMBER ESTIMATOR NORTHERN, SOUTHERN AND TROPICAL TIMBER

D. E. LAUNDERBURN, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

LUMBER WANTED

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.

Equitable Bldg., Wilmington, Del.

WANTED—LOCUST

1½x1½, 28, 34 and 38" long. Also turned locust, 1½x32 and 36 and 1½x26.

Car lots or less f.o.b. your station. Name price and time of delivery.

E. W. VANDERBILT, 126 Liberty St.,
New York City.

WANTED—FOR CASH

15 cars 2" and 2½" hickory, all grades. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

LUMBER AND LOGS

Wish to contract blocks of Southern stock or the entire cut of several mills in Gum, Oak, Ash and Maple and wagon material at fair market prices and advance money on stock in pile. Will furnish capital to help finance your business on deal covering several years. Address "BOX 55," care HARDWOOD RECORD.

WANTED—QUARTERED WHITE OAK

1" 1st and 2nd and No. 1 Com., also vertical grain or rift, 8, 9 & 10' to 14' long, inclusive. Could use a few cars all 10'. Write fully describing stock for lengths and average widths. Pay Cash.

E. L. EDWARDS LUMBER CO., Dayton, O.

WANTED TO BUY

2½x3½—7' & 8' Clr. Red & White Oak.

3¼x3½—8' & 8'6" Clr. White Oak.

2¾x4½—12' Clr. Tough Oak.

1¼x2¼—4'6" & 5' Clr. Oak.

Each item is a separate shipment; write us for orders.

THE PROBST LUMBER COMPANY,
Cincinnati, Ohio.

WANTED—TO BUY

5 cars or more weekly Hardwood Ashes—guaranteed potash content. Quote price per ton at mill. Give full particulars to S. S. SPIRO, 505 5th Ave., New York City.

WANTED—TO BUY

2 cars 6 4" log run Hickory. Will take it green. DUHLMEIER BROS. & CO., Cincinnati, Ohio.

TIE SIDING

We can pay a fancy price for 10 to 15 cars of high grade No. 1 Com. & Better 7' or 8' red or white oak tie siding; scattered spot worms no defect; green or dry. Write us quoting price at mill or Detroit, Mich. Address, "Box 103," care HARDWOOD RECORD.

LUMBER FOR SALE

20,000 FT. WISCONSIN

Log run red oak to sell. Lumber located at Kiel, Wisconsin. Address "BOX 97," care HARDWOOD RECORD.

FOR SALE—BIRCH

2 cars 10/4 No. 1 Com. & Bet.

2 cars 12/4 No. 1 Com. & Bet.

2 cars 5/4 No. 1 Com. & Bet.

2 cars 4/4 No. 1 Com. & Bet.

Send us your inquiries.

BUFFALO HARDWOOD LUMBER CO.,
940 Seneca St.,
Buffalo, N. Y.

Timberland Loans

Loans to lumbermen or timber owners negotiated with the precision of practice which results from 37 years experience.

Long or short terms. Amounts from \$50,000 up, as conditions warrant.

James D. Lacey
TIMBER CO.

332 South Michigan Avenue, Chicago

DIMENSION STOCK WANTED

WANTED—CLEAR OAK DIMENSION
1½", 1¾", 2" squares, 18", 19", 26", 30" lengths.
Also other sizes. Plain and Quartered Oak.
INDIANA QUARTERED OAK CO., 52 Vander-
bilt Ave., New York, N. Y.

WANTED TO BUY

5 cars 2½x3½—7 & 8' clear Red & White Oak
Rims.
5 cars 3½x3½—8' clear genuine White Oak
Rims.

If interested write for specifications and prices
we can pay.

THE PROBST LUMBER COMPANY.
Cincinnati, Ohio.

VENEERS FOR SALE**FOR SALE**

1 car Quartered White Oak Veneer backing boards
¾" to ¾" thick.

W. T. THOMPSON VENEER CO.,
Edinburgh, Ind.

TIMBER FOR SALE**HARDWOOD TIMBER**

large and small tracts. Fifty million feet virgin
L. L. pine timber. **D. R. PETEET**, 222 City
Bank Bldg., Mobile, Ala.

MACHINERY FOR SALE**FOR SALE—BIG BARGAIN**

1 Clyde ground skidding machine No. 121.
30 Russel 8-wheel logging cars, 24" wheel, length
over all 24', link and pin couplings.
6 logging trucks.
16 pair logging sleighs.
35 lumber carts.
2 steam hoists, Filer & Stowell make.
2 full camp equipments.
24 cant hooks.
EMPIRE LUMBER COMPANY, Empire, Mich.

FOR SALE

1 tubular boiler, 72"x18", with 110x3½" tubes,
special made and in good condition. **THE TAL-
BERT-ZOLLER LUMBER & VENEER CO.**, Win-
ton Place, Cincinnati.

FOR SALE**ROSS ELECTRIC LUMBER TRUCK**

One man with truck can handle 150M feet per
day. Machine used less than six months. Good
as new. Detailed description and price given
upon request; 12" band saw sharpener.

JOHN S. OWEN LBR. CO., Owen, Wis.

LOGGING EQUIPMENT FOR SALE**FOR SALE**

1 Barnhart steam log loader; 1 pile driver ham-
mer. **JOHN S. OWEN LBR. CO.**, Owen, Wis.

HARDWOODS FOR SALE**LUMBER****ASH**

NO. 2 C. 4/4". **BABCOCK LUMBER CO.**,
Pittsburgh, Pa.
FAS ¾"; **COM. & BTR.**, black, 4/4. **HOFF-
MAN BROTHERS CO.**, Ft. Wayne, Ind.
NO. 1 C. & BTR., white, 4/4-16/4". **BUF-
FALO HARDWOOD LUMBER CO.**, Buffalo,
N. Y.
FAS, 4/4 & 6/4", both 10" & up, all lgths.,
6 mos. dry. **MOWBRAY & ROBINSON CO.**,
Cincinnati, Ohio.
FAS, 5/4 & 12/4", 6" & up. **RIEL-KADEL
LUMBER CO.**, Memphis, Tenn.

BASSWOOD

FAS 6/4", **NO. 2 C. 5/4 & 6/4**. **BABCOCK
LUMBER CO.**, Pittsburgh, Pa.
NO. 1 C. 10/4", mostly 5 to 7" wide, usual
lgth., 1 to 2 yrs. dry. **BLAKESLEE, PER-
RIN & DARLING**, Buffalo, N. Y.
NO. 1 C. & BTR. 4/4", 10 & 12"; **NO. 1 C. &
BTR. 5/4"**; **NO. 1 C. 4/4 & 5/4"**. **MASON-
DONALDSON LUMBER CO.**, Rhinelander,
Wis.

BEECH

NO. 3 C., ¾", reg. wdth. & lgth., 9 mos. dry;
NO. 3 C., 6/4", reg. wdth. & lgth., 6 mos. dry;
NO. 2 C. & BTR., 4/4", reg. wdth. & lgth., 1 yr.
dry, full log run. **EAST JORDAN LUMBER
CO.**, East Jordan, Mich.
NO. 1 C., 4/4", 10 mos. dry. **G. ELIAS &
BRO.**, Buffalo, N. Y.

BIRCH

NO. 2 C. & BTR., 4/4", reg. wdth. & lgth., 6
mos. dry; **NO. 3 C.**, 4/4", reg. wdth. & lgth., 9
mos. dry. **EAST JORDAN LUMBER CO.**,
East Jordan, Mich.
FAS, sel. red, 6/4 & 8/4"; **FAS**, unsel., 6/4
& 8/4"; **NO. 1 & NO. 2 C.** unsel. 5/4". **MASON-
DONALDSON LUMBER CO.**, Rhinelander,
Wis.
FAS, 4/4-16/4", 6" & up, std., lgth., 18 mos.
dry. **YEAGER LUMBER CO., INC.**, Buffalo,
N. Y.

CHERRY

NO. 1 C. & BTR. 4/4". **BABCOCK LUMBER
CO.**, Pittsburgh, Pa.
FAS 5/8"; **COM. & BTR. 4/4"**. **HOFFMAN
BROS. CO.**, Fort Wayne, Ind.
NO. 2 C. & BTR., 4/4", 1 yr. dry. **J. V.
STIMSON**, Huntingburg, Ind.

CHESTNUT

SD. WORMY & NO. 2, 8/4"; **NO. 3 C.**, 4/4, 5/4,
6/4 & 8/4". **ATLAS LUMBER & MFG. CO.**,
Cincinnati, Ohio.
FAS & NO. 1 C. both 4/4". **BABCOCK
LUMBER CO.**, Pittsburgh, Pa.

NO. 1 C. 4/4 to 8/4", usual wdth. and lgth.,
1 to 2 yrs. dry. **BLAKESLEE, PERRIN &
DARLING**, Buffalo, N. Y.

NO. 1 C., 6/4", 4" & up, all lgths., 8 mos. dry;
FAS 4/4", 6" & up, all lgths., 8 mos. dry.
MOWBRAY & ROBINSON CO., Cincinnati,
Ohio.

FAS, 4/4-8/4", 6" & up, std. lgth., 18 mos.
dry; **NO. 1 C.**, 4/4-8/4", 4" & up, std. lgth., 18
mos. dry. **YEAGER LUMBER CO., Inc.**, Buf-
falo, N. Y.

COTTONWOOD

NO. 1 & 2 C., 4/4". **BELLGRADE LUMBER
CO.**, Memphis, Tenn.

CYPRESS

NO. 1 SHOP 4/4", Miss. stock. **ATLAS
LUMBER & MFG. CO.**, Cincinnati, Ohio.
SHOP & BTR., 4/4-16/4", reg. wdth., std.
lgth., 18 mos. dry. **YEAGER LUMBER CO.,
INC.**, Buffalo, N. Y.

ELM—SOFT

LOG RUN 6/4". **BLISS-COOK OAK COM-
PANY**, Blissville, Ark.
NO. 1 C., 6/4", 18 mos. dry. **G. ELIAS &
BRO.**, Buffalo, N. Y.
NO. 1 & BTR. 8/4". **MASON-DONALDSON-
LUMBER CO.**, Rhinelander, Wis.
LOG RUN, 12/4", 6 mos. dry. **MAY BROS.**,
Memphis, Tenn.
NO. 2 C. & BTR., 8/4, 10/4 & 12/4". **RIEL-
KADEL LUMBER CO.**, Memphis, Tenn.
NO. 2 C., 12/4". **RUSSE & BURGESS, INC.**,
Memphis, Tenn.
NO. 2 C. & BTR., 12/4". **J. V. STIMSON**,
Huntingburg, Ind.

GUM—SAP

NO. 1 C. SEL., 4/4", 12" & up. **ATLAS LUM-
BER & MFG. CO.**, Cincinnati, Ohio.
NO. 2 C. & BTR., 4/4-8/4". **BELLGRADE
LUMBER CO.**, Memphis, Tenn.
FAS 4/4, 5/4 & 8/4". **BLISS-COOK OAK
CO.**, Blissville, Ark.
FAS, ½", 18" & up, thoroughly air-dried. **R.
J. DARNELL, Inc.**, Memphis, Tenn.

GUM—PLAIN RED

NO. 2 C., 8/4". **ATLAS LUMBER & MFG.
CO.**, Cincinnati, Ohio.
NO. 2 C. & BTR., 3/4-8/4". **BELLGRADE
LUMBER CO.**, Memphis, Tenn.
NO. 1 COM. 4/4". **BLISS-COOK OAK COM-
PANY**, Blissville, Ark.
COM. & BTR., 6/4", reg. wdth. & lgth., 8
mos. dry. **FERGUSON & PALMER CO.**, Mem-
phis, Tenn.
NO. 2 C. & BTR., 4/4". **J. V. STIMSON**,
Huntingburg, Ind.

GUM—QUARTERED RED

NO. 2 C. 4/4". **BABCOCK LUMBER CO.**,
Pittsburgh, Pa.

NO. 1 C. & BTR., 4/4-12/4"; **COM. & BTR.**,
6/4 & 8/4", sap no def. **BELLGRADE LUM-
BER CO.**, Memphis, Tenn.

FAS, 4/4", thoroughly air dried. **R. J. DAR-
NELL, INC.**, Memphis, Tenn.

COM. & BTR., 6/4", reg. wdth. & lgth., 8
mos. dry. **FERGUSON & PALMER CO.**, Mem-
phis, Tenn.

COM. & BTR. 4/4", ran. wdth. & lgth., 8-12
mos. dry, sliced boards highly figured. **LOUIS-
VILLE VENEER MILLS**, Louisville, Ky.

COM. & BTR., 5/4-12/4", 8 mos. dry. **MAY
BROS.**, Memphis, Tenn.

NO. 2 COM. & BTR., 4/4". **J. V. STIMSON**,
Huntingburg, Ind.

GUM—MISCELLANEOUS

FAS QTD. SAP, 6/4 & 8/4", thoroughly air-
dried. **FAS QTD. BLACK**, 4/4", thoroughly
air-dried. **R. J. DARNELL, INC.**, Memphis,
Tenn.

NO. 2 C. & BTR. QTD. YELLOW, 4/4". **J.
V. STIMSON**, Huntingburg, Ind.

HICKORY

NO. 1 C. & BTR. 4/4". **BABCOCK LUM-
BER CO.**, Pittsburgh, Pa.

LOG RUN, 4/4", reg. wdth. & lgth., 6 mos.
dry. **FERGUSON & PALMER CO.**, Memphis,
Tenn.

NO. 1 C., 6/4-8/4", 1 yr. dry. **G. ELIAS &
BRO.**, Buffalo, N. Y.

LOCUST

LOG RUN 4/4". **BABCOCK LUMBER CO.**,
Pittsburgh, Pa.

MAHOGANY

FAS, **NO. 1 C.**, **SHORTS & WORMY**, 1/2 to
16/4", plain and figured, Mexican and African.
HUDDLESTON - MARSH MAHOGANY CO.,
Chicago, Ill.

MAPLE—HARD

FAS, 8/4 & 12/4", good wdths., 50% 14-16', 2
yrs. dry. **ATLANTIC LUMBER CO.**, Buffalo,
N. Y.

FAS 4/4". **BABCOCK LUMBER CO.**, Pitts-
burgh, Pa.

NO. 1 C. & BTR. 4/4 & 5/4", usual wdth. and
lgth., sap 2 sides, 8 mos. dry. **BLAKESLEE,
PERRIN & DARLING**, Buffalo, N. Y.

NO. 1 C. & BTR., 4/4, 5/4, 6/4 & 8/4", reg.
wdth. & lgth., 11 mos. dry, 70-80% **FAS**. **EAST
JORDAN LUMBER CO.**, East Jordan, Mich.
NO. 2 C. & BTR., 8/4. **KERRY & HANSON
FLOORING CO.**, Grayling, Mich.

NO. 2 COM., 8/4". **MASON-DONALDSON
LUMBER CO.**, Rhinelander, Wis.

HARDWOODS FOR SALE

COM. & BTR., 4/4", 4" & up, all lgths., 8 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS, 6/4 & 8/4". NO. 1 C., 6/4 & 8/4"; NO. 2 C., 6/4 & 8/4"; NO. 2 C. & BTR., 4/4". J. V. STIMSON, Huntingburg, Ind.

MAPLE—SOFT

FAS, 4/4", good wdths. 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C. & BTR., 6/4", reg. wdth. & lgth., 6 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

NO. 2 C. & BTR., 4/4 & 6/4". MASON-DONALDSON LUMBER CO., Rhinelander, Wis.

NO. 2 C. & BTR., 4/4, 8/4, 12/4 & 16/4". RIEL-KADEL LUMBER CO., Memphis, Tenn.

NO. 2 C. & BTR., 12/4". J. V. STIMSON, Huntingburg, Ind.

OAK—PLAIN RED

FAS, 4/4", av. wdths. & lgths., 6 mos. dry. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

FAS & NO. 1 C., 3/4 & 4/4", good wdths., 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C., 4/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 10/4", usual wdth. and lgth., 8 to 18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C. & BTR., 3/4 & 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

FAS, 1/2", thoroughly air-dried; NO. 1 C., 5/8", thoroughly air-dried. R. J. DARNELL, INC., Memphis, Tenn.

NO. 1 & 2 C., 4/4", reg. wdth. & lgth. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

FAS, 4/4", SELECTS, 4/4"; NO. 1 C., 1/2", 5/8" & 4/4". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 C. & BTR., 4/4-16/4", reg. wdth., std. lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

COM. & BTR., 4/4", reg. wdth. & lgth., 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS, 5/4", 6 mos. dry; NO. 1 C., 5/4", 8 mos. dry. MAY BROS., Memphis, Tenn.

OAK—PLAIN WHITE

FAS, NO. 1 C. & NO. 2 C., all 4/4", av. wdths. & lgths., 6 mos. dry. Ky. soft texture stock. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

NO. 1 C. & FAS, 10 4, 12 4 & 16 4", green; NO. 1 C. & BTR. SD. WORMY, 8/4". ATLAS LUMBER & MFG. CO., Cincinnati, Ohio.

NO. 2 C. & BTR., 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 12/4", usual wdth. and lgth., 1 to 2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C., 1/2", thoroughly air-dried. R. J. DARNELL, INC., Memphis, Tenn.

SEL., 4/4", reg. wdth. & lgth., 8 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 4/4", good wdths. and lgths., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

SEL., 4/4-8/4", 5" & up, all lgths., 8 mos. dry; NO. 1 C., 8/4", 4" & up, all lgths., 8 mos. dry; FAS, 10/4, 12/4 & 16/4", 6" & up, all lgths., green; FAS, 4/4", 10" & up, all lgths., 1 yr. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

NO. 1, 2 & 3 C., all 4/4", reg. wdth. & lgth. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

NO. 1 C. & BTR., 4/4-16/4", reg. wdth. & lgth., 18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

FAS, NO. 1 C. & NO. 2 C., 4/4", av. wdth. & lgth., 6 mos. dry. Ky. soft texture stock. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

NO. 2 C. & BTR., 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

SEL. 4/4", reg. wdth. & lgth., 1 yr. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 4/4"; CLEAR STRIPS 4/4", 2 1/2" to 5 1/2". HOFFMAN BROTHERS & CO., Ft. Wayne, Ind.

FAS 4/4", reg. wdth. and lgth., 1 yr. dry; NO. 1 C., 4/4" to 5/4", reg. wdths. and lgth., 1 yr. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

FAS & NO. 1 C., 5/8", 1 yr. dry; NO. 1 C., 4/4 & 5/4", 8 mos. dry. MAY BROS., Memphis, Tenn.

FAS, 5/4", 10" & up, all lgths., 1 yr. dry; CLEAR STRIPS, 5/4", 3" & up, all lgths., 1 yr. dry; SEL., 4/4-8/4", 5" & up, all lgths., 8 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

NO. 1 C., 4/4", reg. wdth. & lgth.; CLEAR & NO. 1 C. STRIPS, 4/4", reg. wdth. & lgth. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

COM. & CLEAR STRIPS, 4/4". RUSSE & BURGESS, INC., Memphis, Tenn.

FAS, 4/4 & 6/4". NO. 1 COM., 4/4, 5/4 & 6/4"; CLEAR STRIPS, 4/4", 2 1/2-3", 2 1/2-3 1/2, 3 1/2-4 1/2 and 5 & 5 1/2. J. V. STIMSON, Huntingburg, Ind.

OAK—MISCELLANEOUS

TBRS., PLKING. & BENDING OAK, special lgths., thicknesses & wdths., green. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

BRIDGE PLANK, mixed, 8/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 3 C. pl. R. & W., 4/4", reg. wdth. & lgth., 1 yr. dry. SD. WORMY QTD., R. & W., 4/4", reg. wdth. & lgth., 18 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

NO. 2 C., 8/4", reg. wdth. and lgth., 3 yrs. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

POPLAR

PANEL, 4/4", 17" & up, av. lgth., 6 mos. dry; FAS, 4/4", 7-17", av. lgth., 6 mos. dry; SEL. & SAP., 4/4", av. wdth. & lgth., 6 mos. dry, all Ky. soft textured. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

FAS 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

FAS 5/8". COM. & BTR. 4/4". HOFFMAN BROTHERS CO., Ft. Wayne, Ind.

NO. 1 C. 4/4", 7" & up, 50% 14 & 16", 6 to 12 mos. dry. J. M. LOGAN LBR. CO., Knoxville, Tenn.

COM. & BTR., 5/8 & 4/4", ran. wdth. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS, 8/4", 7" & up, all lgths., 8 mos. dry; SEL., 6/4", 5" & up, all lgths., 8 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS 4/4", 50% 14 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 50% 14 & 16", 8 mos. dry; SAP & SEL., 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C., 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C., 4/4", 50% 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 5/8-16/4", std. wdth. & lgth., 18 mos. dry. YEAGER LBR. CO., Buffalo, N. Y.

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16", 6 mos. dry, largely 14 & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

PINE YELLOW

NO. 1 C. & BTR. 8/4", 4 to 12", 10 to 16", 6 mos. dry, largely 14 & 16" and extra well manufactured. J. M. LOGAN LBR. CO., Knoxville, Tenn.

WALNUT

NO. 2 C. 4/4", usual wdth. and lgth., 1 yr. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

COM. & BTR. 4/4 to 8/4". HOFFMAN BROS. CO., Fort Wayne, Ind.

FAS & NO. 1 C. 5/8 to 8/4", very dry. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. wdth. and lgth., 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FLOORING—MAPLE

PRIME 1-1/16x4", 13/16x4"; FCTY. 1/16x2 3/4"; NO. 1 13/16x1 1/2"; CLEAR 13/16x1 1/2, 1-1/16x 3/4". KERRY & HANSON FLOORING CO., Grayling, Mich.

VENEER—FACE

GUM—RED

QTD. FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3/16" and 1/4", 20" wide, 60" long, kiln dried, rotary cut; FAS, QTD. FIG., 1/8, 6" & up, 12 to 16, kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

MAHOGANY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS RED, 1/8", 6" & up, 12 to 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS, WHITE, 1/20", 1/16", 6" & up wide, 8" & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

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CLEAR 1/8", 12 to 16", 14", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD, cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

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ALL thicknesses, sawed. HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

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SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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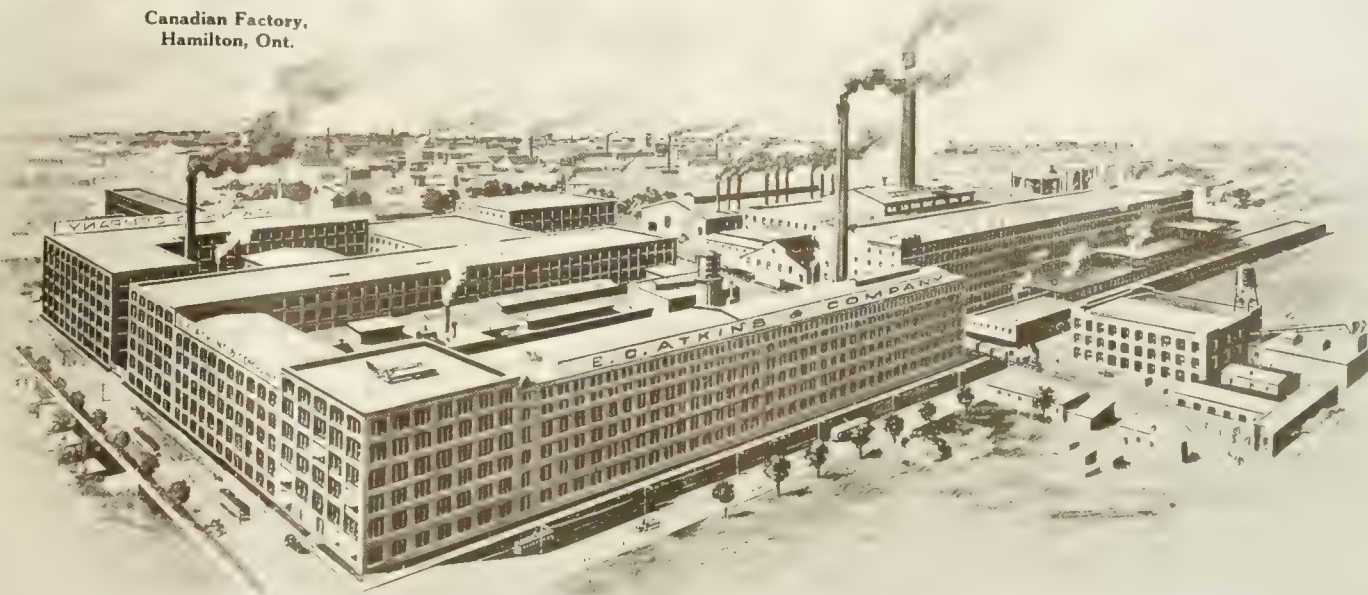
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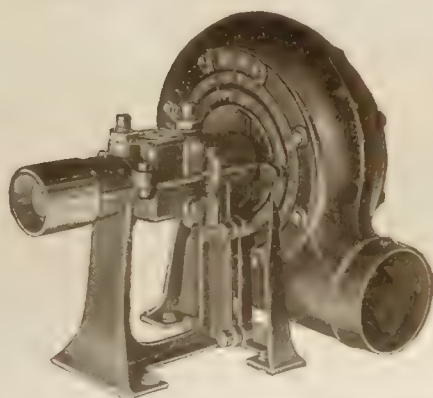
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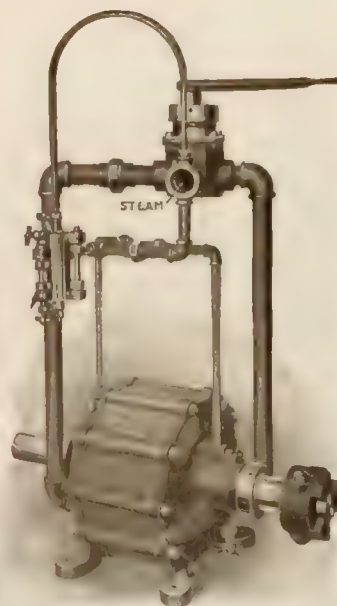
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